AGENDA

GREATER VANCOUVER REGIONAL DISTRICT (GVRD)
REGIONAL GROWTH STRATEGY
PUBLIC HEARING

Wednesday, November 24, 2010,
Two sessions: 1:00 pm and 7:00 pm
Executive Inn, 405 North Road, Coquitlam

Tuesday, November 30, 2010, 6:00 p.m.
Pinnacle At The Pier, 138 Victory Ship Way, North Vancouver

Wednesday, December 1, 2010 – 7:00 p.m.
Sheraton Guildford, 15269 104th Avenue, Surrey

Thursday, December 2, 2010 – 7:00 p.m.
2nd Floor Boardroom, 4330 Kingsway, Burnaby

Delegation:
Chair, Director Derek Corrigan, Burnaby
Director Malcolm Brodie, Richmond
Director Ernie Daykin, Maple Ridge
Director Gayle Martin, Langley City
Director Catherine Ferguson, White Rock
Director Maria Harris, Electoral Area A
Director Don MacLean, Pitt Meadows
Director Greg Moore, Port Coquitlam
Director Darrell Mussatto, North Vancouver City
Director Andrea Reimer, Vancouver
Director Richard Stewart, Coquitlam
Director Joe Trasolini, Port Moody
Director Judy Villeneuve, Surrey
Director Wayne Wright, New Westminster

Please advise Kelly Birks at (604) 432-6250 if you are unable to attend.
This page left blank intentionally.
GREATER VANCOUVER REGIONAL DISTRICT
PUBLIC HEARING

Public Hearing of the Greater Vancouver Regional District (GVRD) to consider the Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010. The Public Hearing will commence at the first location noted below and conclude at the final location noted below:

- Wednesday, November 24, 2010 - Two sessions: 1:00 pm and 7:00 pm - Executive Inn, 405 North Road, Coquitlam
- Tuesday, November 30, 2010 - 6:00 p.m. - At The Pier, 138 Victory Ship Way, North Vancouver
- Wednesday, December 1, 2010 – 7:00 p.m. - Sheraton Guildford, 15269 104th Avenue, Surrey
- Thursday, December 2, 2010 – 7:00 p.m. - 2nd Floor Boardroom, 4330 Kingsway, Burnaby

AGENDA

1. Call to Order
The Public Hearing is convened pursuant to Section 890 of the Local Government Act to allow the public to make representations to the Delegation made by GVRD Board of Directors regarding a bylaw to adopt a regional growth strategy for the Greater Vancouver Regional District.

2. Reference Materials

2.1 Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010 (Bylaw 1136). The intent of Bylaw 1136 is to adopt a Regional Growth Strategy for the Greater Vancouver Regional District

2.2 Report dated November 8, 2010: First and Second Reading of Regional Growth Strategy Bylaw No. 1136, 2010

2.3 Report dated October 26, 2010: First and Second Reading of Regional Growth Strategy Bylaw No. 1136, 2010

2.4 Notice of Metro Vancouver Public Hearing

2.5 Extract: October 29, 2010 Board Meeting Minutes Delegating the Holding of the Public Meeting

3. Written Submissions Received
Note: Written submissions were received from the following persons as of 12:00 p.m. November 18, 2010.


November 18, 2010

4. Speakers

4.1

5. Conclude
This page left blank intentionally.
This page left blank intentionally.
GVRD Board Meeting Date: November 12, 2010

To: Board of Directors

From: Regional Planning Committee

Date: November 8, 2010

Subject: First and Second Reading of Regional Growth Strategy Bylaw No. 1136, 2010

Regional Planning Committee Recommendation:

That the Board:

a) Give leave to introduce “Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010” (Metro Vancouver 2040: Shaping Our Future as a Regional Growth Strategy Bylaw), a bylaw to adopt a regional growth strategy for the Greater Vancouver Regional District, and that it be read a first and second time, and

b) Refer “Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010” to a public hearing.

At its November 5, 2010 meeting, the Regional Planning Committee considered the report titled “First and Second Reading of Regional Growth Strategy Bylaw No. 1136, 2010”, dated October 26, 2010. The Committee approved referral of the Bylaw to a public hearing; however, requested that further amendments to the Regional Growth Strategy be made. This report responds to the proposed amendments.

1) Sewer servicing
   Assurance was sought that Thornhill urban reserve in Maple Ridge will be eligible for sewer servicing. The Committee agreed that an additional clause be added, affirming that sewer services would be provided to urban land use designations within the Urban Containment Boundary, subject to the usual Greater Vancouver Sewerage and Drainage District technical considerations.

2) City of Vancouver’s proposed amendments on transit priorities
   City of Vancouver tabled proposed amendments revising text related to Metro Vancouver’s role in regional transportation and redefining Regional Growth Strategy priorities for expansion of transit service in support of regional land use goals. The Committee subsequently referred the amendments to staff for comments.

The bylaw proposed for first and second reading and referral to a public hearing is the Metro Vancouver 2040 Shaping Our Future Regional Growth Strategy Bylaw No. 1136, 2010 dated November 12, 2010, as amended by Attachments 1 and 2 to this report.

ATTACHMENTS
1. Amendments to Bylaw No. 1136, 2010 in response to the Regional Planning Committee at its meeting of November 5, 2010.

2. Table noting minor housekeeping amendments to Bylaw No. 1136, 2010.

This page left blank intentionally.
Amendments to bylaw No. 1136, 2010 in response to the Regional Planning Committee at its meeting of November 5, 2010

1. Sewer Servicing – following clause added:
“6.8.2 For further clarity, sites within the Urban Containment Boundary which are designated General Urban, Industrial or Mixed Employment, would be eligible for sewerage services, subject to normal Greater Vancouver Sewerage and Drainage District technical considerations, provided that the proposed development complies with the applicable policies under those designations and any such Urban Centre and Frequent Transit Development Area overlays which might apply. For sites designated Rural, Agriculture, or Conservation and Recreation, policies 1.2.1, 2.3.1 or 3.3.1 apply, respectively.”

2. Transit Priorities - following text replaces Strategy 5.1 and amends 5.1.1, 5.1.2, 5.1.3, 5.1.7(b) and (c) and 5.1.8 in “Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010” (underlined text indicates changes from the November 5, 2010 draft RGS):

STRATEGY 5.1 - Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Metro Vancouver’s role is to:

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

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

A. to support regional land use objectives, particularly those described in Strategy 1.2;
B. to support energy consumption, greenhouse gas emission, and air quality objectives as described in Strategy 3.3, in part through transit ridership growth and mode shifting; and
C. to support the safe and efficient movement of vehicles for passengers, goods, and services, as set out in Strategy 5.2.

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

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

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

Priority 2:
- Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre;
- Connecting or extending the existing rapid transit network in the Broadway / Commercial Drive area to the Central Broadway area.

ii) enhancing or extending the Frequent Transit Network and other transit services in the following regional corridors to reinforce Urban Centres and Frequent Transit Development Areas:
enhanced service linking Maple Ridge Regional City Centre and Langley Regional City Centre to each other, to Port Coquitlam Municipal Town Centre and to Coquitlam Regional City Centre and to other Urban Centres south of the Fraser River;

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

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

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

Metro Vancouver acknowledges that:

- The role of TransLink is to bring forward plans and supplemental plans that are financially sustainable and appropriately balance actions and investments directed towards Metro Vancouver’s land use and energy/emissions objectives;
- The role of the Regional Transportation Commissioner is to review and comment on whether TransLink’s plans appropriately supports Metro Vancouver’s regional growth strategy, air quality objectives, and regional greenhouse gas reduction targets; and,
- The role of the Mayors’ Council on Regional Transportation is to determine the acceptability of TransLink’s supplemental plans.

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

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

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

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

The role of municipalities is to:

5.1.6 Adopt Regional Context Statements which:

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

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

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

Actions Requested of Other Governments and Agencies

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

PH - 10
a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, and other appropriate areas along TransLink’s Frequent Transit Network (as shown as reference in Appendix Map B.1);

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink’s strategic planning and decision-making processes that would affect the achievement of Metro Vancouver’s objectives and priorities as set out in Action 5.1.2;

c) establish performance measures and/or targets that support an increased share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

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

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

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

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

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

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

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

5.1.11 That rail companies, in developing their plans and strategies for rail corridors and facilities in Metro Vancouver, coordinate and consult with municipalities, TransLink, Port Metro Vancouver and Metro Vancouver to support regional transportation and land use planning goals.
<table>
<thead>
<tr>
<th>Page</th>
<th>New Text (edits in bold)</th>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>TransLink’s long range plan known as Transport 2040 (maps shown as reference in Appendix B) sets out …</td>
<td>Centre paragraph on right column - Clarify that appendix includes only the Transport 2040 maps as reference, not the entire document.</td>
</tr>
<tr>
<td>3</td>
<td>Both senior governments have funding responsibilities for affordable housing.</td>
<td>Add line at end of last paragraph on page - specify that senior levels of government are involved in affordable housing.</td>
</tr>
<tr>
<td>17</td>
<td>1.2.6 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;</td>
<td>Clarify relationship with Mixed Employment areas.</td>
</tr>
<tr>
<td>27</td>
<td>2.2.4 d 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;</td>
<td>Revised last line of section to clarify level of required transit service expansion.</td>
</tr>
<tr>
<td>33</td>
<td>The strategy also addresses other natural hazards such as flooding, mudslides, interface fires, and earthquakes.</td>
<td>Revise last sentence in last paragraph to improve clarity.</td>
</tr>
<tr>
<td>57</td>
<td>6.1.1 This framework is based on provisions set out in the Local Government Act and in recognition …</td>
<td>Correct text</td>
</tr>
<tr>
<td>57</td>
<td>Table 4 - Add references to types of amendments</td>
<td>Add direct reference in table to three different types of amendments.</td>
</tr>
<tr>
<td>57</td>
<td>Table 4 - 50% + 1 Board vote and acceptance by all affected local governments.</td>
<td>Clarify that Type 1 Major Amendments require acceptance by all affected local governments.</td>
</tr>
<tr>
<td>58</td>
<td>6.2.6 In considering acceptance of Regional Context Statements, Metro Vancouver Board’s expectation is …</td>
<td>Clarify text</td>
</tr>
<tr>
<td>59</td>
<td>6.2.7 …to adjust the boundaries of regional land use designations (or their equivalent Official Community Plan designation) within the Urban Containment Boundary …</td>
<td>Clarify possible or equivalent boundary changes.</td>
</tr>
<tr>
<td>61</td>
<td>6.2.4 b) provide a minimum of 30 calendar days for affected local governments, and the appropriate agencies, to respond to the proposed amendment;</td>
<td>Clarify text</td>
</tr>
<tr>
<td>64</td>
<td>6.15.1 The Metro Vancouver Board may periodically prepare guidelines to assist in the implementation of the Regional Growth Strategy, including but not limited to, guidelines for the preparation of Regional Context Statements, for amendment of a Regional Context Statement and / or Regional Growth Strategy, and, for establishing Frequent Transit Development Areas.</td>
<td>Expand reference to development of guidelines to assist with implementation of the RGS.</td>
</tr>
<tr>
<td>67</td>
<td>Goal 5: The following performance measures will be monitored in collaboration with TransLink, and the emphasis for Metro Vancouver will be on performance in relation to regional land use objectives.</td>
<td>Clarify role of TransLink in preparation and utilized of these performance measures.</td>
</tr>
<tr>
<td>72</td>
<td>Map B.1: TransLink’s Frequent Transit Network Concept</td>
<td>Change map title to clarify source.</td>
</tr>
<tr>
<td>73</td>
<td>Map B.2: TransLink’s Major Road Network, Highways and Gateways</td>
<td>Change map title to clarify source.</td>
</tr>
</tbody>
</table>
Metro Vancouver's role is to:

5.1.1 Acknowledge TransLink’s mandate for regional transportation and transit planning and delivery including demand management strategies through the provision of land use, growth management and air quality information and forecasts, and, as appropriate, evaluation of land use and vehicle emissions impacts.

Revise text to ensure TransLink’s mandate of transit planning and delivery is not impacted, while expressing important regional priorities to meet objectives of the RGS.

5.1.2 Pursue the following Regional Growth Strategy priorities for expansion of transit service in support of regional land use goals that include the need for transit investment to shape the growth of Urban Centres and Frequent Transit Development Areas, especially in those areas where significant growth is anticipated, while also addressing the need to serve areas where existing transit demand exceeds transit supply and where further growth is anticipated, in other parts of the region.

- subject to further prioritization by TransLink staging rapid transit expansion (busways or rail), in the following priority corridors:
  
  • Priority 1:
  Connecting Lougheed Municipal Town Centre, Inlet Municipal Town Centre, and Coquitlam Regional City Centre.
  
  • Priority 2:
  Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre; Connecting or extending the existing rapid transit network in the Broadway / Commercial Drive area to the Central Broadway area.

  - subject to further prioritization by TransLink enhancing or extending the Frequent Transit Network and other transit services in other regional corridors to reinforce Urban Centres and Frequent Transit Development Areas, and other significant transit markets, including, but not limited to, the following:

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

  • enhanced service linking the Lonsdale Regional City Centre to North Shore Municipal Town Centres;

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

  • enhanced service linking the University of British Columbia’s main campus to the Metro Core, including the Central Broadway area;

Deleted: Support TransLink’s preparation and implementation of regional transportation system and

Deleted: Should TransLink’s studies of options for extending rapid tran to the University of British Columb through the Central Broadway area support advancing rapid transit west of the Central Broadway area, the timing of such an extension should not delay or compromise investments needed to meet Priority 1 and 2 objectives.
This page left blank intentionally.
Regional Planning Committee Meeting Date: November 5, 2010

To: Regional Planning Committee

From: Johnny Carline, Acting Co-Manager, Policy and Planning Department
Christina DeMarco, Regional Development Division Manager

Date: October 26, 2010

Subject: First and Second Reading of Regional Growth Strategy Bylaw No. 1136, 2010

Recommendation:

That the Board:

a) Give leave to introduce “Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010” (Metro Vancouver 2040: Shaping Our Future as a Regional Growth Strategy Bylaw), a bylaw to adopt a regional growth strategy for the Greater Vancouver Regional District, and that it be read a first and second time, and

a) Refer Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 to a public hearing.

1. PURPOSE

The purpose of this report is to present proposed Greater Vancouver Regional District Bylaw No. 1136, 2010 for first and second readings and to refer the bylaw to a public hearing. This bylaw would result in the adoption of “Metro Vancouver 2040: Shaping Our Future” as the new Regional Growth Strategy (RGS) for Metro Vancouver and would replace the Livable Region Strategic Plan. A “track changes” version of the Regional Growth Strategy (Attachment 2) highlights changes comparing the draft bylaw to the previous version of the RGS (September 2010 version). The report also transmits the content of submissions received on the September 2010 draft Regional Growth Strategy and Metro Vancouver responses to these comments.

2. CONTEXT

On September 24, 2010, the Board held a workshop on the Draft Regional Growth Strategy. The Board agreed to the timeline for completion of the Regional Growth Strategy, including continuing the public comment period until October 22, 2010, and forwarding Bylaw No. 1136, 2010 to the Board for first and second readings on November 12, 2010.

The RGS was developed over several years, with three rounds of public consultation taking place since 2007. Previous rounds of consultation on the RGS included activities such as public meetings throughout all parts of the region, focus groups, webinars, presentations to all of Metro Vancouver’s municipal councils, and presentations to agencies, industry and community groups. Consultation has occurred with Metro Vancouver citizens, affected local
governments, first nations, school district boards, greater boards and improvement district boards, business groups, and the provincial and federal governments and their agencies.

All public meetings were advertised through local and regional print media. During the later stage of development of the RGS there were also extensive meetings with the municipal planning directors (Technical Advisory Committee - TAC) to resolve policy issues, and staff-to-staff meetings with agencies whose mandates would be affected by the proposed RGS, such as TransLink and the Agricultural Land Commission. Consultation for the development of this Regional Growth Strategy has followed the provisions set out in section 855 of the *Local Government Act*.

The public consultation objectives for the most recent September 2010 draft were to provide all parties with a final opportunity to review the draft and make comments before the Regional Growth Strategy proceeded to the bylaw adoption and ratification process. During September and October 2010, the following consultation activities were undertaken:

- The draft RGS was forwarded to all affected local governments (Metro Vancouver municipalities, TransLink, Fraser Valley Regional District and Squamish-Lillooet Regional District) - 20 affected local governments provided responses;
- The draft RGS was forwarded to all agencies, business groups, community groups, and members of the public who had commented on the previous draft – approximately 21 groups provided responses;
- 7 letters were received from the public, and about 1300 emails and online responses were received on the issue of transit service to UBC;
- The draft RGS was forwarded to all First Nations who have, or may have in future, interests in the Metro Vancouver area- one response was received from the Musqueam Indian Band;
- Notification was placed in Metro Vancouver’s community newspapers that Metro Vancouver had released a new draft RGS and indicated how the public could comment;
- Metro Vancouver’s website was updated with the draft RGS and provided people with opportunities to comment;
- An Intergovernmental Advisory Committee meeting was held on October 4, 2010;
- Metro Vancouver staff met with NAIOP and UDI (commercial and residential development business groups);
- Metro Vancouver staff attended the following municipalities and met with Councils and/or staff: Coquitlam, Maple Ridge, District of North Vancouver, Vancouver and District of West Vancouver;
- Metro Vancouver staff met with TransLink staff and the TransLink Board.

The public consultation period concluded on October 22, 2010. All submissions received are posted online at: [http://www.metrovancouver.org/planning/development/strategy/Pages/default.aspx](http://www.metrovancouver.org/planning/development/strategy/Pages/default.aspx)

The main comments made in all of the submissions are contained in the three attached tables:
Attachment 3: Affected Local Governments Submissions
Attachment 4: Groups, Organizations and Agencies Submissions
Attachment 5: General Public Submissions.
Also included in the tables are Metro Vancouver staff responses and recommended changes to the Regional Growth Strategy.

Broad municipal support was evident with many expressing that a workable balance had been struck in the September Draft of meeting regional objectives while ensuring local flexibility. Several municipal, government and agency responses asked for some minor adjustments which have largely been made. There are a few issues that could not be accommodated and these respondents have the opportunity to bring their concerns to the public hearing.

Next Steps

The next steps in the adoption of the RGS are:

November 12, 2010  Refer GVRD Bylaw No. 1136 to the Board for first and second readings.

Late November, 2010  Hold public hearing at locations as follows

Wednesday, November 24  1:00 p.m. – Northeast Sector at the Executive Inn, Coquitlam
Tuesday, November 30  7:00 p.m. – North Shore, Lynn Valley Library
Wednesday, December 1  7:00 p.m. – South of Fraser. Sheraton Guildford
Thursday, December 2  7:00 p.m. – Burrard Peninsula, Metro Vancouver Board Room

December, 2010  Report back to the Board on the public hearing, and recommend whether to send the Bylaw to affected local governments for acceptance. Once the Bylaw is sent to affected local governments, they have 60 days to accept or not accept the Regional Growth Strategy.

3. ALTERNATIVES

The Board may:

a) Give first and second readings to Bylaw No. 1136 and refer it to a public hearing
   The draft RGS has been extensively reviewed and the Regional Planning Committee has received and commented on many drafts in preparation of this bylaw. The Board reviewed and commented on the previous draft of the RGS at a workshop on September 24, 2010. Staff recommends that the Board proceed with first and second readings and refer Bylaw No. 1136 to a public hearing in late November, 2010.

or

b) Make changes to Bylaw No. 1136, and give first and second readings and refer it to a public hearing.

4. CONCLUSION

A spirit of collaboration and the collective work of many around the region in both the public and private sectors have led to the creation of “Metro Vancouver 2040: Shaping Our Future”. This Regional Growth Strategy provides a growth management vision for a
sustainable future, and will guide the development of Metro Vancouver over the coming decades.

The attached Bylaw reflects the collective work of Metro Vancouver and its partners, and is balanced in its approach to addressing regional planning objectives while respecting local government interests. Given the extensive consultation and revisions that were made attempting to accommodate all points of view over the past several years, it is recommended that Bylaw No. 1136, 2010 be given first and second readings and be referred to a public hearing at the end of November 2010.

ATTACHMENTS

1. Greater Vancouver Regional District Bylaw No. 1136, 2010 “Metro Vancouver 2040: Shaping Our Future” (Coloured copies provided under separate cover).


3. Affected Local Governments Submissions – Summary Table of Comments and Metro Vancouver Responses (Doc. #4523047).

4. Groups, Organizations and Agencies Submissions – Summary Table of Comments and Metro Vancouver Responses (Doc. #4529530).

5. General Public Submissions – Summary Table of Comments (Doc. #4528653).
Regional Growth Strategy
Bylaw No.1136, 2010

Metro Vancouver 2040
Shaping Our Future

November 12, 2010
WHEREAS part 25 of the Local Government Act permits a regional district to undertake the development, adoption, implementation and monitoring of a Regional Growth Strategy,

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

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

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

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

READ THE FIRST TIME
this ........ day of ........ 2010

READ THE SECOND TIME
this ........ day of ........ 2010

READ THE THIRD TIME
this ........ day of ........ 2011

ADOPTED
this ........ day of ........ 2011
ACCEPTED, BY RESOLUTION

• by the Village of Anmore on the …… day of …… 2011
• by the Village of Belcarra on the …… day of …… 2011
• by the City of Burnaby on the …… day of …… 2011
• by the City of Coquitlam on the …… day of …… 2011
• by the Corporation of Delta on the …… day of …… 2011
• by the City of Langley on the …… day of …… 2011
• by the Township of Langley on the …… day of …… 2011
• by the Village of Lions Bay on the …… day of …… 2011
• by the District of Maple Ridge on the …… day of …… 2011
• by the City of New Westminster on the …… day of …… 2011
• by the City of North Vancouver on the …… day of …… 2011
• by the District of North Vancouver on the …… day of …… 2011
• by the City of Pitt Meadows on the …… day of …… 2011
• by the City of Port Coquitlam on the …… day of …… 2011
• by the City of Port Moody on the …… day of …… 2011
• by the City of Richmond on the …… day of …… 2011
• by the City of Surrey on the …… day of …… 2011
• by the Tsawwassen First Nation on the …… day of …… 2011
• by the City of Vancouver on the …… day of …… 2011
• by the District of West Vancouver on the …… day of …… 2011
• by the City of White Rock on the …… day of …… 2011
• by the Fraser Valley Regional District on the …… day of …… 2011
• by the Squamish-Lillooet Regional District on the …… day of …… 2011
• by the South Coast British Columbia Transportation Authority on the …… day of …… 2011

_________________________  __________________________
LOIS JACKSON  JOHNNY CARLINE
CHAIR  CHIEF ADMINISTRATIVE OFFICER
Vision Statement

Sustainable Region Initiative

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

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

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

Regional Growth Strategy

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

A The Sustainability Framework: Context for the Regional Growth Strategy ................................................. 1
B Scope and Linkages to Other Plans ......................................................................................................................... 3
C Challenges and Responses .................................................................................................................................. 6
D Regional Land Use Designations and Overlays ..................................................................................................... 9
E Goals, Strategies and Actions .................................................................................................................................. 12

GOAL 1 Create a Compact Urban Area ...................................................................................................................... 13
  STRATEGY 1.1 Contain urban development within the Urban Containment Boundary ......................................... 14
  STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas .................................. 16
  STRATEGY 1.3 Protect Rural areas from urban development .................................................................................. 21

GOAL 2 Support a Sustainable Economy .................................................................................................................. 25
  STRATEGY 2.1 Promote land development patterns that support a diverse 
  regional economy and employment close to where people live .............................................................. 26
  STRATEGY 2.2 Protect the supply of industrial land ............................................................................................ 27
  STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production .............................................................................................................. 29

GOAL 3 Protect the Environment and Respond to Climate Change Impacts ............................................................ 33
  STRATEGY 3.1 Protect Conservation and Recreation lands .................................................................................. 34
  STRATEGY 3.2 Protect and enhance natural features and their connectivity ...................................................... 37
  STRATEGY 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality ............................................... 40
  STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks ........................................... 42

GOAL 4 Develop Complete Communities .............................................................................................................. 45
  STRATEGY 4.1 Provide diverse and affordable housing choices ........................................................................ 46
  STRATEGY 4.2 Develop healthy and complete communities with access to a range of services and amenities .......... 47

GOAL 5 Support Sustainable Transportation Choices .............................................................................................. 51
  STRATEGY 5.1 Coordinate land use and transportation to encourage 
  transit, multiple-occupancy vehicles, cycling and walking .............................................................................. 52
  STRATEGY 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services ...................................................................... 55
A. The Sustainability Framework: Context for the Regional Growth Strategy

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

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

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

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

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

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

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

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

**UTILITIES**
- Drinking Water
- Liquid Waste
- Solid Waste
- Parks and Greenways
- Air Quality
- Climate Change and Energy
- Ecological Health
- Affordable Housing
- Growth Management
- Food
- Regional Emergency Management
- Other issues including: Transportation, Policing, Economic Development, Ports

**ENVIRONMENT**

**PHYSICAL & SOCIAL DEVELOPMENT**

Progress towards a sustainable region is measured by METRICS, TARGETS and KEY DELIVERABLES which establish strategic priorities and key activities.
The Local Government Act establishes authority for the Regional Growth Strategy. The Local Government Act states that the purpose of a Regional Growth Strategy is to “promote human settlement that is socially, economically and environmentally healthy and makes efficient use of public facilities and services, land and other resources”.

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

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

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

TransLink is the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required to provide a regional transportation system that supports Metro Vancouver’s Regional Growth Strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink’s long range plan known as Transport 2040 (shown as reference in Appendix B) sets out strategies for the road and transit network in support of the Regional Growth Strategy. The Regional Growth Strategy and regional transportation plans must be mutually reinforcing to be successful.

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

FIGURE 2 Metro Vancouver’s Interconnected Plans

Other important partners include: the federal government and the province, other authorities and agencies, as well as residents, non-profit organizations and business associations. The federal government has jurisdiction and funding responsibilities for such matters as trade and transportation facilities, such as the ports and airports, and the provincial government for transportation planning, education and health facilities, which all have significant impacts on land use patterns.
## AIR QUALITY MANAGEMENT PLAN

Reducing air emissions, including greenhouse gas emissions, is complementary to protecting the region’s environment

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

## DRINKING WATER MANAGEMENT PLAN

Provision of clean, safe drinking water is integral to complete communities and a sustainable economy

<table>
<thead>
<tr>
<th>INPUT</th>
<th>REGIONAL GROWTH STRATEGY</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>A compact urban area generally uses infrastructure more efficiently and places less demands (per unit) on the overall system - notably from reduced lawn sprinkling (smaller or no lawn) in dense communities</td>
<td>Protection of conservation lands reinforces protection of sources of drinking water (i.e. watersheds)</td>
<td></td>
</tr>
</tbody>
</table>

## INTEGRATED SOLID WASTE AND RESOURCE MANAGEMENT PLAN

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

<table>
<thead>
<tr>
<th>INPUT</th>
<th>REGIONAL GROWTH STRATEGY</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compact development makes collection of garbage, recycling, and compost more efficient</td>
<td>Multi-family homes, found in denser communities, generally produce less solid waste per capita, however, recycling rates from multi-family homes are significantly lower than single family homes</td>
<td>Encourages development that would be conducive to recovering resources from the solid waste stream (e.g. areas suitable for district energy)</td>
</tr>
</tbody>
</table>
Provision of liquid waste services is integral to complete communities and a sustainable economy. Coordination expansion of sewerage infrastructure capacity with urban development.

Limits development and expansion of sewerage service into rural, agricultural or conservation and recreation areas which contributes to an effective and affordable service. Encourages integrated stormwater management plans throughout the region. Encourages development that would be conducive to recovering resources from the liquid waste stream (e.g., areas suitable for district energy).

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

Protects agricultural lands with an emphasis on food production.

Protects and enhances recreation and conservation lands including natural features, biodiversity, and connectivity throughout the region. Greenways and parks encourage walking and cycling.

Protects Conservation & Recreation areas and supports preservation and enhancement of active and passive parks and greenways systems, as well as other natural areas, regionally significant habitat, and public recreation facilities. Compact urban growth reduces the ecological footprint of development (per capita).

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

Includes estimates of housing needs. Requires municipalities to prepare Housing Action Plans. Supports higher densities and intensification which provide a diversity of (more affordable) housing options.
Challenges and Responses

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

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

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

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

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

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

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

Responses
To respond to these challenges, the Regional Growth Strategy sets out a series of strategies and actions for Metro Vancouver and member municipalities arranged under five key goals intended to achieve the desired outcomes.
GOAL 1
Create a Compact Urban Area
Metro Vancouver’s growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit-oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

GOAL 2
Support a Sustainable Economy
The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

GOAL 3
Protect the Environment and Respond to Climate Change Impacts
Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

GOAL 4
Develop Complete Communities
Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.

GOAL 5
Support Sustainable Transportation Choices
Metro Vancouver’s compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.
MAP 1
Metro Vancouver Municipalities and Electoral Area

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

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

The intent statements for the regional land use designations are to be read in conjunction with applicable strategies and actions under each goal and are to be interpreted by municipalities in their Regional Context Statements. The boundaries for the regional land use designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2). The general locations of Urban Centres and Frequent Transit Development Areas, once defined by municipalities, and the boundaries of Urban Centres and Frequent Transit Development Areas, as determined by municipalities, will be depicted on a reference map, which will be maintained in association with, but not part of the Regional Growth Strategy.

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

Urban Land Use Designations

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

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

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

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

Non-Urban Land Use Designations

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

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

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

Urban Centre and Frequent Transit Development Area Overlays

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centres and Frequent Transit Development Areas overlays and policies enable higher density forms of development, but only for those areas designated as General Urban or Mixed Employment. Where overlays cover areas other than General Urban or Mixed Employment, the intent and policies for those designations still apply.

Urban Centres

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

Frequent Transit Development Areas

Frequent Transit Development Areas are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are located at appropriate locations along TransLink’s Frequent Transit Network. Frequent Transit Development Areas complement the network of Urban Centres, and are characterized by higher density residential (in General Urban only), commercial and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling and walking are the preferred modes of transportation. The Frequent Transit Development Area boundaries will be established by municipalities in their Regional Context Statements in a manner generally consistent with the guidelines in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas). Maps 2 and 4 will show the location of Frequent Transit Development Areas, once identified by municipalities in their Regional Context Statements.
Map 2: Regional Land Use Designations

Notes:
1) This map is a small scale depiction of the Regional Land Use Designation Map that Metro Vancouver maintains as the basis for existing land use designation boundaries. The Regional Land Use Designation Map is posted on the Metro Vancouver website.
2) Urban Centres are shown as symbols in approximate locations.

<table>
<thead>
<tr>
<th>Urban Designations</th>
<th>Metropolitan Core</th>
<th>Regional City Centres</th>
<th>Municipal Town Centres</th>
<th>Industrial</th>
<th>Mixed Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>General Urban</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Non-Urban Designations</th>
<th></th>
<th>Boundaries</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conservation &amp; Recreation</td>
<td></td>
<td>Metro Vancouver</td>
</tr>
<tr>
<td>Agricultural</td>
<td></td>
<td>Municipal</td>
</tr>
</tbody>
</table>
E Goals, Strategies and Actions
A commitment to a compact region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure and adds to the global problems of greenhouse gases, peak oil and climate change. Strategies under this goal delineate between urban and non-urban areas through an Urban Containment Boundary.

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

**Strategies to achieve this goal are:**

1.1 Contain urban development within the Urban Containment Boundary

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

1.3 Protect Rural areas from urban development
STRATEGY 1.1
Contain urban development within the Urban Containment Boundary

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

1.1.3 Adopt Regional Context Statements which:

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

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

Actions Requested of Other Governments and Agencies

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

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

1.1.6 That TransLink and the province discourage the provision of infrastructure that would facilitate the dispersal of housing and employment outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies and investments.
Map 3: Urban Containment Boundary and General Urban Areas
STRATEGY 1.2
Focus growth in Urban Centres and Frequent Transit Development Areas

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

1.2.6 Adopt Regional Context Statements which:

a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);

b) include policies for Urban Centres which:

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

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

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

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

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

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

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

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

d) include policies for General Urban areas which:

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

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

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

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

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

e) for Urban Centres or Frequent Transit Development Areas that overlay Industrial or Conservation and Recreation areas, the Industrial and Conservation and Recreation intent and policies prevail. Higher density residential and commercial development would only be allowed in the General Urban areas and higher density commercial would also be allowed in the Mixed Employment Areas contained within the overlay area;

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

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

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

iii) implement transit priority measures, where appropriate;

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

### Actions Requested of Other Governments and Agencies

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

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

1.2.9 That the province and TransLink, as appropriate:

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

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

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

<table>
<thead>
<tr>
<th>DWELLING UNITS</th>
<th>2006</th>
<th>2006-2041</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>88,000</td>
<td>10%</td>
<td>110,000</td>
<td>10%</td>
<td>116,000</td>
<td>9%</td>
<td>119,000</td>
<td>8%</td>
<td>31,000</td>
<td>5%</td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td>8,300</td>
<td>1%</td>
<td>27,000</td>
<td>2%</td>
<td>36,000</td>
<td>3%</td>
<td>43,000</td>
<td>3%</td>
<td>34,700</td>
<td>6%</td>
</tr>
<tr>
<td>Regional City Centres</td>
<td>71,000</td>
<td>8%</td>
<td>110,000</td>
<td>10%</td>
<td>142,000</td>
<td>11%</td>
<td>162,000</td>
<td>11%</td>
<td>91,000</td>
<td>16%</td>
</tr>
<tr>
<td>Municipal Town Centres</td>
<td>49,000</td>
<td>6%</td>
<td>82,000</td>
<td>7%</td>
<td>106,000</td>
<td>8%</td>
<td>123,000</td>
<td>9%</td>
<td>74,000</td>
<td>13%</td>
</tr>
<tr>
<td>Urban Centres Total</td>
<td>216,300</td>
<td>26%</td>
<td>329,000</td>
<td>29%</td>
<td>400,000</td>
<td>31%</td>
<td>447,000</td>
<td>31%</td>
<td>230,700</td>
<td>40%</td>
</tr>
<tr>
<td>Frequent Transit Development Areas</td>
<td>217,000</td>
<td>26%</td>
<td>281,000</td>
<td>25%</td>
<td>337,000</td>
<td>26%</td>
<td>378,000</td>
<td>27%</td>
<td>161,000</td>
<td>28%</td>
</tr>
<tr>
<td>General Urban Area</td>
<td>382,000</td>
<td>45%</td>
<td>486,000</td>
<td>43%</td>
<td>535,000</td>
<td>41%</td>
<td>561,000</td>
<td>39%</td>
<td>179,000</td>
<td>31%</td>
</tr>
<tr>
<td>Rural, Agricultural, Conservation and Recreation</td>
<td>33,000</td>
<td>4%</td>
<td>34,000</td>
<td>3%</td>
<td>35,000</td>
<td>3%</td>
<td>36,000</td>
<td>3%</td>
<td>3,000</td>
<td>1%</td>
</tr>
<tr>
<td>Metro Vancouver Total</td>
<td>848,000</td>
<td>100%</td>
<td>1,130,000</td>
<td>100%</td>
<td>1,307,000</td>
<td>100%</td>
<td>1,422,000</td>
<td>100%</td>
<td>574,000</td>
<td>100%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>2006</th>
<th>2006-2041</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
<th>2021</th>
<th>2031</th>
<th>2041</th>
<th>2006-2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>#</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>#</td>
<td>%</td>
<td>%</td>
<td>%</td>
<td>%</td>
</tr>
<tr>
<td>Metropolitan Core</td>
<td>256,000</td>
<td>22%</td>
<td>286,000</td>
<td>20%</td>
<td>302,000</td>
<td>19%</td>
<td>313,000</td>
<td>18%</td>
<td>57,000</td>
<td>10%</td>
</tr>
<tr>
<td>Surrey Metro Centre</td>
<td>18,000</td>
<td>2%</td>
<td>31,000</td>
<td>2%</td>
<td>40,000</td>
<td>2%</td>
<td>49,000</td>
<td>3%</td>
<td>31,000</td>
<td>5%</td>
</tr>
<tr>
<td>Regional City Centres</td>
<td>124,000</td>
<td>11%</td>
<td>177,000</td>
<td>12%</td>
<td>208,000</td>
<td>13%</td>
<td>237,000</td>
<td>14%</td>
<td>113,000</td>
<td>19%</td>
</tr>
<tr>
<td>Municipal Town Centres</td>
<td>69,000</td>
<td>6%</td>
<td>107,000</td>
<td>7%</td>
<td>135,000</td>
<td>8%</td>
<td>163,000</td>
<td>9%</td>
<td>94,000</td>
<td>16%</td>
</tr>
<tr>
<td>Urban Centres Total</td>
<td>467,000</td>
<td>40%</td>
<td>601,000</td>
<td>42%</td>
<td>685,000</td>
<td>42%</td>
<td>762,000</td>
<td>43%</td>
<td>295,000</td>
<td>50%</td>
</tr>
<tr>
<td>Frequent Transit Development Areas</td>
<td>254,000</td>
<td>22%</td>
<td>323,000</td>
<td>22%</td>
<td>370,000</td>
<td>23%</td>
<td>412,000</td>
<td>24%</td>
<td>158,000</td>
<td>27%</td>
</tr>
<tr>
<td>All Other Areas</td>
<td>437,000</td>
<td>38%</td>
<td>524,000</td>
<td>36%</td>
<td>567,000</td>
<td>35%</td>
<td>579,000</td>
<td>33%</td>
<td>142,000</td>
<td>24%</td>
</tr>
</tbody>
</table>

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

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

Notes:
- These guidelines describe the broad land use and transportation characteristics of Urban Centres and Frequent Transit Development Areas and are not intended to identify or suggest specific levels of transportation facilities, service levels, or priorities. Transportation facilities and services, and their timing, will be determined through municipal, TransLink, and provincial planning processes.
- TransLink’s Frequent Transit Network is a part of the regional transit system that provides frequent, reliable transit service on designated corridors throughout the day, everyday. The Frequent Transit Network comprises a family of services, including rapid transit (buses/rail) and frequent local and limited stop transit services. For more information refer to Map B.1: Frequent Transit Network Concept (Appendix B).
- TransLink’s Major Road Network is a part of the regional road system, which includes provincial highways and federal transportation facilities. For more information refer to Map B.2: Major Road Network, Highways and Gateways (Appendix B).
Map 4: Urban Centres

[Map showing urban centres in the region, with various symbols and labels for different centres and boundaries, including Metro Centre, Regional City Centres, Municipal Town Centres, and Urban Containment Boundary.]
STRATEGY 1.3
Protect Rural areas from urban development

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

1.3.3 Adopt Regional Context Statements which:

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

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

c) include policies which:

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

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

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

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

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

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

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

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

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

Strategies to achieve this goal are:

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

2.2 Protect the supply of industrial land

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

**Metro Vancouver’s role is to:**

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

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

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

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

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

**The role of municipalities is to:**

2.1.4 Adopt Regional Context Statements which:

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

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

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

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

**Actions Requested of Other Governments and Agencies**

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

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

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

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

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

Metro Vancouver’s role is to:

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

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

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

The role of municipalities is to:

2.2.4  Adopt Regional Context Statements which:

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

b) include policies for Industrial areas which:

i) support and protect industrial uses;

ii) support appropriate accessory uses, including commercial space and caretaker units;

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

iv) encourage better utilization and intensification of industrial areas for industrial activities;

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

d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;

iii) support the regional objective of concentrating commercial and other major trip generating uses in Urban Centres and Frequent Transit Development Areas;

iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development areas;

v) allow low density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or commitments to transit service for the planned densities;

vi) exclude residential uses, except for an accessory caretaker unit;

e) include policies which help reduce environmental impacts and promote energy efficiency.

Actions Requested of Other Governments and Agencies

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

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

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

2.3.6 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

vi) encourage the use of agricultural land primarily for food production;

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

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

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

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

a) agricultural tax policies that reinforce the continued use of agricultural lands for agriculture operations, especially for food production;

b) incentive and education programs to encourage new farmers.

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

2.3.11 That the province explore and implement fiscal tools and incentives to protect natural assets on agricultural lands.
GOAL 3

Protect the Environment and Respond to Climate Change Impacts

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

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

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

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

Strategies to achieve this goal are:

3.1 Protect Conservation and Recreation lands
3.2 Protect and enhance natural features and their connectivity
3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality
3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks
STRATEGY 3.1
Protect Conservation and Recreation lands

Metro Vancouver’s role is to:

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

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

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

The role of municipalities is to:

3.1.4 Adopt Regional Context Statements which:

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

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

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

ii) environmental conservation;

iii) recreation, primarily outdoor;

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

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

vi) limited agriculture use, primarily soil-based;

c) consider policies that appropriately buffer Conservation and Recreation areas from activities in adjacent areas through various means.
Actions Requested of Other Governments and Agencies

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

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

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

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

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

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

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

3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).

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

Actions Requested of Other Governments and Agencies

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

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

Note: Map for reference only, see section 6.13.2.
The Natural Features and Land Cover map illustrates the region's natural features and land cover. This map is conceptual and is not a regional land use designation. The region's natural assets are present within all regional land use designations and include globally significant mudflats and intertidal areas, a diversity of riparian corridors, wetlands, ravines, forests, soil and hedgerows in agricultural areas, and open space, backyards and street trees in urban settings. These features offer a variety of services such as habitat, biodiversity, stormwater management, flood protection, air and water cleansing, and recreation.

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

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

3.3.4 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

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

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

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

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

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

FIGURE 3
How Land Use and Transportation Actions Address Climate Change

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

Metro Vancouver’s role is to:

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

3.4.2 Work with the federal government and the province, TransLink and municipalities to:
   a) consider climate change impacts (e.g. sea level rise) and natural hazard risks (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires) when extending utilities and transportation infrastructure that encourages land use development;
   b) research and promote best practices in adaptation to climate change as it relates to land use planning.

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

The role of municipalities is to:

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

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

Actions Requested of Other Governments and Agencies

3.4.6 That the Integrated Partnership for Regional Emergency Management, in collaboration with the federal government and the province, and other agencies:
   a) identify areas that are vulnerable from climate change and natural hazard risks, such as those listed in Actions 3.4.2 and 3.4.4;
   b) coordinate priority actions to address the vulnerabilities identified, including implementation and funding strategies.

3.4.7 That the federal government and the province, in collaboration with the Integrated Partnership for Regional Emergency Management and other agencies:
   a) provide financial assistance and timely data and information, such as flood hazard mapping, shoreline mapping, hydrological and hydraulic studies, to better enable local governments to fulfill their flood hazard management roles and responsibilities;
   b) provide a coordination role to address flood hazard issues and management decisions;
   c) implement appropriate preparatory actions to address the implications of long term sea level rise on infrastructure planning, construction, and operations;
   d) review and improve the effectiveness of existing provincial legislation and guidelines regarding flood hazard management by municipalities.
GOAL 4
Develop Complete Communities

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

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

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

Strategies to achieve this goal are:

4.1 Provide diverse and affordable housing choices

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

Metro Vancouver’s role is to:

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

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

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

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

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

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

The role of municipalities is to:

4.1.7  Adopt Regional Context Statements which:

a)  include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Tables A.2 and A.3, which:

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

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

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

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

4.1.8  Prepare and implement Housing Action Plans which:

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

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

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

d)  mitigate or limit the loss of existing rental housing stock;

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

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

Actions Requested of Other Governments and Agencies

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

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

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

Metro Vancouver’s role is to:

4.2.1 Support municipalities in the development of healthy and complete communities through regional strategies on affordable housing, culture, food, and parks and recreation.

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

4.2.3 Collaborate with health authorities to advance measures to promote healthy living through land use policies.

The role of municipalities is to:

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:

a) support compact, mixed use, transit, cycling and walking oriented communities;

b) locate community, arts, cultural, recreational, institutional, medical/health, social service, and education facilities in Urban Centres or areas with good access to transit;

c) provide public spaces and other place-making amenities for increased social interaction and community engagement;

d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;

e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers’ markets near housing and transit services;

f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

g) support universally accessible community design;

h) where appropriate, identify small scale local centres in 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.

Actions Requested of Other Governments and Agencies

4.2.5 That the federal government and the province, their agencies and health authorities locate community, arts, cultural, recreational, institutional, medical/health, social service, and education facilities in Urban Centres or areas with good access to transit.

4.2.6 That any funding provided by the federal government and the province, their agencies and health authorities to other groups or organizations for the provisions of facilities mentioned in Action 4.2.5 take into consideration the location of those facilities and prioritize funding for facilities in Urban Centres or areas with good access to transit.

4.2.7 That TransLink provide appropriate levels of transit service to local centres, consistent with TransLink’s strategic transportation plan.
GOAL 5
Support Sustainable Transportation Choices

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

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

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

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

Strategies to achieve this goal are:

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

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services
STRATEGY 5.1
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Metro Vancouver’s role is to:

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

5.1.2 Pursue the following priorities for expansion of the Frequent Transit Network and other transit services in support of regional land use goals:

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

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

Priority 2:
• Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre;
• Connecting or extending the existing rapid transit network in the Broadway/Commercial Drive area to the Central Broadway area.

b) enhancing or extending the Frequent Transit Network and other transit services in other regional corridors to reinforce Urban Centres and Frequent Transit Development Areas, and other significant transit markets including, but not limited to, the following:

• enhanced service linking Maple Ridge Regional City Centre and Langley Regional City Centre to each other, to Port Coquitlam Municipal Town Centre and to Coquitlam Regional City Centre and to other Urban Centres south of the Fraser River;
• enhanced service linking the Lonsdale Regional City Centre to North Shore Municipal Town Centres;
• enhanced service linking Semiahmoo Municipal Town Centre to other Urban Centres south of the Fraser River;
• enhanced service linking the University of British Columbia’s main campus to the Metro Core, including the Central Broadway area;

Should TransLink’s studies of options for extending rapid transit to the University of British Columbia through the Central Broadway area support advancing rapid transit west of the Central Broadway area, the timing of such an extension should not delay or compromise investments needed to meet Priority 1 and 2 objectives.

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

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

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

5.1.6 Adopt Regional Context Statements which:

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

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

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

Actions Requested of Other Governments and Agencies

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

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

b) as funding permits, pursue the priorities set out in Action 5.1.2 for staging rapid transit expansion;

c) establish performance measures and/or targets for an increased share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;

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

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

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

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

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

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

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

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

5.2.3 Adopt Regional Context Statements which:

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

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

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

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

Actions Requested of Other Governments and Agencies

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

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

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

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

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

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

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

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

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

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

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

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

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

6.1 Introduction to Regional Growth Strategy Implementation Framework

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

This collaborative decision-making process applies to:

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

### TABLE 4:
Regional Growth Strategy Implementation Framework

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

Note: This table is for reference purposes only
6.2 Regional Context Statements

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

FIGURE 4
Relationship Between the Regional Growth Strategy and Official Community Plans

Each municipality prepares an updated Official Community Plan (OCP) and Regional Context Statement (RCS) within two years of the adoption of a new Regional Growth Strategy. The RCS sets out the relationship between the Regional Growth Strategy and the municipality’s OCP, and identifies how local actions will contribute to achieving Regional Growth Strategy goals. Municipalities must submit their RCS to the Metro Vancouver Board for acceptance.

Note: Figure for reference only, see section 6.13.2.

Contents of Regional Context Statement

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

Regional Context Statement Process

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

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

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

Consistency with Regional Growth Strategy

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

Providing for Appropriate Municipal Flexibility

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

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

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

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

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

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

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

c) the aggregate area of land affected by all re-designations under section 6.2.7 (a) and (b) together cannot exceed 2 percent of the municipality's total lands within each applicable regional land use designation.

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

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

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

Request for Board Comment During Initial Two Year Period

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

6.3 Categories of Regional Growth Strategy Amendments

Type 1 - Major Amendments to the Regional Growth Strategy

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

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

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

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

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

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

a) amendment to the Urban Containment Boundary;
b) amendment of Agricultural or Conservation and Recreation land use designations, except as set out in section 6.3.4 (e), (f) and (g);
c) amendment from Rural land use designation to Industrial, Mixed Employment or General Urban land use designations;
d) for sites located outside the Urban Containment Boundary that are designated Industrial or Mixed Employment, amendments to Industrial, Mixed Employment or General Urban land use designations;
e) the addition or deletion of an Urban Centre;
f) the addition or deletion of, or amendment to, the descriptions of the regional land use designations or actions listed under each strategy.

g) for those sites that are identified as Special Study Areas on the Special Study Areas and Sewerage Extension Areas map (Map 12), an amendment to one or more of the regional land use designations set out in the Regional Growth Strategy and associated Urban Containment Boundary adjustments;
h) housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, performance measures, tables, figures, grammar, or numbering, and amendments to mapping to incorporate maps included in accepted Regional Context Statements, that do not alter the intent of the Regional Growth Strategy;
i) all other amendments not identified in sections 6.3.1 or 6.3.3.

6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the Regional Growth Strategy is by resolution of Metro Vancouver Board. Municipalities may, by resolution, request amendments, and no amendment process which proposes to change a regional land use designation or Urban Containment Boundary shall be initiated unless or until the municipality or municipalities in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on that proposal.
Notification and Request for Comments

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

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

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

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

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

Procedures for Type 1 Major Amendments

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

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

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

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

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

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

d) consider third reading;

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

Procedures for Type 3 Minor Amendments Requiring Simple Majority Weighted Vote

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

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

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

6.5 Coordination with First Nations

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

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

6.5.3 On Treaty Effective Date (April 3, 2009), Tsawwassen First Nation became a Treaty First Nation member of Metro Vancouver and its land use plan was deemed to be consistent with the Regional Growth Strategy. If the Tsawwassen First Nation proposes to amend its land use plan after the adoption of the Regional Growth Strategy, such amendments must be submitted to the Metro Vancouver Board for acceptance in accordance with the process set out in the Implementation section of the Regional Growth Strategy.
6.6 Coordination with TransLink
6.6.1 Metro Vancouver will work with TransLink with the objective that the Regional Growth Strategy and TransLink’s regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments Regional Context Statement amendments that would impact the regional transportation system or significantly affect the demand for regional transportation services.

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

6.7 Coordination with Other Governments and Agencies
6.7.1 Metro Vancouver will work with the Fraser Valley Regional District, the Squamish Lil’l’oet Regional District, and the Islands Trust (regarding Bowen, Bowyer and Passage Islands) to facilitate the compatibility of regional growth planning and initiatives in Metro Vancouver and these neighbouring jurisdictions.

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

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

6.9 Sewerage Area Extensions
6.9.1 Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as “Rural within the Sewerage Area” includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as “Sewerage Extension Areas” known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations.
6.10 Special Study Areas
6.10.1 Special Study Areas as depicted on the Specialty Study Areas and Sewerage Extension Areas map (Map 12) identify locations where, prior to the adoption of the Regional Growth Strategy, a municipality has expressed an intention to alter the existing land use, and is anticipating a future regional land use designation amendment. Pending Board approval of a regional land use designation amendment, the current regional land use designation applies within the Special Study Area. Amending a regional land use designation within a Special Study Area is a minor amendment under section 6.3.4 of the Regional Growth Strategy. This includes associated adjustments to the Urban Containment Boundary for a Special Study Area.

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

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

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

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

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

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

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

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

6.13.2 The following figures and maps in the Regional Growth Strategy are included as reference only: Figures 1, 2, 3, 4 and Maps 1, 9, and 10.
6.13.3 Pursuant to section 869 (1)(b) of the Local Government Act, Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy through the monitoring of the performance measures identified in Section G and in meeting other targets set out in the Regional Growth Strategy.

6.14 Interpretation
6.14.1 In this document, the term ‘Metro Vancouver’ refers to the Greater Vancouver Regional District.

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

6.14.3 Affected local governments are the governments and authorities which are directly affected by the Regional Growth Strategy, namely the Metro Vancouver member municipalities (excluding Bowen Island Municipality), the Tsawwassen First Nation, the adjoining Regional Districts of Squamish-Lillooet Regional District and Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as ‘TransLink’).

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

6.15 Guidelines
6.15.1 The Metro Vancouver Board may periodically prepare guidelines to assist in the implementation of the Regional Growth Strategy.
Map 12: Special Study Areas and Sewerage Extension Areas
G Performance Measures

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

Goal 1: Create a Compact Urban Area

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

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

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

Goal 2: Support a Sustainable Economy

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

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

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

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

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

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

Goal 4: Develop Complete Communities

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

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

Goal 5: Support Sustainable Transportation Choices

The following performance measures are intended to be supplied by TransLink and the emphasis for Metro Vancouver will be on performance in relation to regional land use objectives.

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

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

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

<table>
<thead>
<tr>
<th>SUBREGION</th>
<th>TOTAL POPULATION 2006</th>
<th>TOTAL POPULATION 2021</th>
<th>TOTAL POPULATION 2031</th>
<th>TOTAL POPULATION 2041</th>
</tr>
</thead>
<tbody>
<tr>
<td>Metro Vancouver Total</td>
<td>2,195,000</td>
<td>2,780,000</td>
<td>3,129,000</td>
<td>3,400,000</td>
</tr>
<tr>
<td>Burnaby, New Westminster</td>
<td>271,000</td>
<td>357,000</td>
<td>406,000</td>
<td>447,000</td>
</tr>
<tr>
<td>Burnaby</td>
<td>210,500</td>
<td>277,000</td>
<td>314,000</td>
<td>345,000</td>
</tr>
<tr>
<td>New Westminster</td>
<td>60,500</td>
<td>80,000</td>
<td>92,000</td>
<td>102,000</td>
</tr>
<tr>
<td>Langley City, Langley Township</td>
<td>122,200</td>
<td>178,000</td>
<td>223,000</td>
<td>249,000</td>
</tr>
<tr>
<td>Langley City</td>
<td>24,900</td>
<td>32,000</td>
<td>35,000</td>
<td>38,000</td>
</tr>
<tr>
<td>Langley Township</td>
<td>97,300</td>
<td>146,000</td>
<td>188,000</td>
<td>211,000</td>
</tr>
<tr>
<td>Maple Ridge, Pitt Meadows</td>
<td>88,100</td>
<td>117,000</td>
<td>136,000</td>
<td>156,000</td>
</tr>
<tr>
<td>Maple Ridge</td>
<td>71,500</td>
<td>95,000</td>
<td>113,000</td>
<td>132,000</td>
</tr>
<tr>
<td>Pitt Meadows</td>
<td>16,400</td>
<td>22,000</td>
<td>23,000</td>
<td>24,000</td>
</tr>
<tr>
<td>Northeast Sector</td>
<td>205,400</td>
<td>286,600</td>
<td>337,500</td>
<td>364,400</td>
</tr>
<tr>
<td>Anmore</td>
<td>1,900</td>
<td>2,800</td>
<td>3,600</td>
<td>4,400</td>
</tr>
<tr>
<td>Belcarra</td>
<td>700</td>
<td>800</td>
<td>900</td>
<td>1,000</td>
</tr>
<tr>
<td>Coquitlam</td>
<td>119,600</td>
<td>176,000</td>
<td>213,000</td>
<td>224,000</td>
</tr>
<tr>
<td>Port Coquitlam</td>
<td>54,500</td>
<td>68,000</td>
<td>76,000</td>
<td>85,000</td>
</tr>
<tr>
<td>Port Moody</td>
<td>28,700</td>
<td>39,000</td>
<td>44,000</td>
<td>50,000</td>
</tr>
<tr>
<td>North Shore</td>
<td>181,300</td>
<td>206,600</td>
<td>224,900</td>
<td>244,000</td>
</tr>
<tr>
<td>North Vancouver City</td>
<td>47,500</td>
<td>56,000</td>
<td>62,000</td>
<td>68,000</td>
</tr>
<tr>
<td>North Vancouver District</td>
<td>87,000</td>
<td>98,000</td>
<td>105,000</td>
<td>114,000</td>
</tr>
<tr>
<td>West Vancouver</td>
<td>45,400</td>
<td>51,000</td>
<td>56,000</td>
<td>60,000</td>
</tr>
<tr>
<td>Lions Bay</td>
<td>1,400</td>
<td>1,600</td>
<td>1,900</td>
<td>2,000</td>
</tr>
<tr>
<td>Delta, Richmond, Tsawwassen</td>
<td>282,500</td>
<td>337,000</td>
<td>374,500</td>
<td>403,000</td>
</tr>
<tr>
<td>Delta</td>
<td>99,000</td>
<td>109,000</td>
<td>118,000</td>
<td>123,000</td>
</tr>
<tr>
<td>Richmond</td>
<td>182,700</td>
<td>225,000</td>
<td>252,000</td>
<td>275,000</td>
</tr>
<tr>
<td>Tsawwassen First Nation</td>
<td>800</td>
<td>3,000</td>
<td>4,500</td>
<td>5,000</td>
</tr>
<tr>
<td>Surrey, White Rock</td>
<td>431,900</td>
<td>601,000</td>
<td>693,000</td>
<td>767,000</td>
</tr>
<tr>
<td>Surrey</td>
<td>413,000</td>
<td>578,000</td>
<td>668,000</td>
<td>740,000</td>
</tr>
<tr>
<td>White Rock</td>
<td>18,900</td>
<td>23,000</td>
<td>25,000</td>
<td>27,000</td>
</tr>
<tr>
<td>Vancouver, Electoral Area A</td>
<td>612,800</td>
<td>697,000</td>
<td>734,000</td>
<td>770,000</td>
</tr>
<tr>
<td>Vancouver</td>
<td>601,200</td>
<td>673,000</td>
<td>705,000</td>
<td>740,000</td>
</tr>
<tr>
<td>Electoral Area A</td>
<td>11,600</td>
<td>24,000</td>
<td>29,000</td>
<td>30,000</td>
</tr>
</tbody>
</table>

Notes:

1. These projections are to assist in long range planning and are guidelines only.
2. Metro Vancouver growth projections are provided as guidance to member municipalities and regional agencies.
3. Figures for the year of 2006 are based on Census of Canada 2006 and include estimated Census undercount.
4. Population projections for Metro Vancouver are based on provincial and Regional District projections prepared by the Province of British Columbia (BC Stats PEOPLE 33, July 2008). Population, dwelling and employment projections for subregions and municipalities were prepared by Metro Vancouver in consultation with member municipalities.
5. All figures in this table are rounded and may include minor inconsistencies for summary totals.
6. All municipal totals include Indian Reserve or First Nation communities located within municipal boundaries, with the exception of Tsawwassen First Nation.
TABLE A.2
Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimate)

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

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

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

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

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

Notes:
1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
3. Bowen Island is not included in the table above as it does not fall under the jurisdiction of the Regional Growth Strategy.
4. The estimated demand for “affordable units” comprises net additional demand from households with low to moderate incomes.
This map illustrates a concept of the Frequent Transit Network for Metro Vancouver, as described in TransLink's long-term strategy for the identification and development of specific Frequent Transit Network corridors and routes. This map is for reference only.
This map illustrates the major roads, highways and gateways in Metro Vancouver, including the Major Road Network as of March 31, 2010, as described in TransLink’s long-term regional transportation strategy. This map is for reference only.
Regional Growth Strategy

Bylaw No. 1136, 2010

Metro Vancouver 2040: Shaping Our Future

November 5, 2010

Text Only Version, with edits noted since September 3, 2010 Draft:

Deleted Text: Strikethrough

Added Text: Underlined

Notations in boxes
GREATER VANCOUVER REGIONAL DISTRICT

BYLAW NO. 1136, 2010

A Bylaw to Adopt a Regional Growth Strategy for the Greater Vancouver Regional District

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

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

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

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

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

READ THE FIRST TIME this _______ day of _______ 2010

READ THE SECOND TIME this _______ day of _______ 2010

READ THE THIRD TIME this _______ day of _______ 2011

ADOPTED this _______ day of _______ 2011
ACCEPTED, BY RESOLUTION

• by the Village of Anmore on the ______ day of ______ 2011
• by the Village of Belcarra on the ______ day of ______ 2011
• by the City of Burnaby on the ______ day of ______ 2011
• by the City of Coquitlam on the ______ day of ______ 2011
• by the Corporation of Delta on the ______ day of ______ 2011
• by the City of Langley on the ______ day of ______ 2011
• by the Township of Langley on the ______ day of ______ 2011
• by the Village of Lions Bay on the ______ day of ______ 2011
• by the District of Maple Ridge on the ______ day of ______ 2011
• by the City of New Westminster on the ______ day of ______ 2011
• by the City of North Vancouver on the ______ day of ______ 2011
• by the District of North Vancouver on the ______ day of ______ 2011
• by the City of Pitt Meadows on the ______ day of ______ 2011
• by the City of Port Coquitlam on the ______ day of ______ 2011
• by the City of Port Moody on the ______ day of ______ 2011
• by the City of Richmond on the ______ day of ______ 2011
• by the City of Surrey on the ______ day of ______ 2011
• by the Tsawwassen First Nation on the ______ day of ______ 2011
• by the City of Vancouver on the ______ day of ______ 2011
• by the District of West Vancouver on the ______ day of ______ 2011
• by the City of White Rock on the ______ day of ______ 2011
• by the Fraser Valley Regional District on the ______ day of ______ 2011
• by the Squamish-Lillooet Regional District on the ______ day of ______ 2011
• by the South Coast British Columbia Transportation Authority on the ______ day of ______ 2011

_________________________  _________________________
LOIS JACKSON         JOHNNY CARLINE
CHAIR                CHIEF ADMINISTRATIVE OFFICER
Vision Statement

Sustainable Region Initiative

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

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

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

Regional Growth Strategy

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

A The Sustainability Framework: Context for the Regional Growth Strategy

B Linkages to Other Plans

C Challenges and Responses

D Regional Land Use Designations and Overlays

E Goals, Strategies and Actions

GOAL 1 Create a Compact Urban Area

STRATEGY 1.1 Contain urban development within the Urban Containment Boundary

STRATEGY 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

STRATEGY 1.3 Protect Rural areas from urban development

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

STRATEGY 2.2 Protect the supply of industrial land

STRATEGY 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

GOAL 3 Protect the Environment and Respond to Climate Change Impacts

STRATEGY 3.1 Protect Conservation and Recreation lands

STRATEGY 3.2 Protect and enhance natural features and their connectivity throughout the region

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

STRATEGY 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks
GOAL 4 Develop Complete Communities

STRATEGY 4.1
Provide diverse and affordable housing choices.

STRATEGY 4.2
Develop healthy and complete communities with access to a range of services and amenities.

GOAL 5 Support Sustainable Transportation Choices

STRATEGY 5.1
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking.

STRATEGY 5.2
Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services.

F Implementation

G performance Measures

Appendix A

Table A.1: Population, Dwelling Unit and Employment Projections for Metro Vancouver Subregions and Municipalities.

Table A.2: Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimate).

Table A.3: Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimate).

Table A.4: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimate).

Appendix B

Map B.1: Frequent Transit Network Concept.

Map B.2: Major Road Network, Highways and Gateways.
List of Maps

Map 1: Metro Vancouver Municipalities and Electoral Area
Map 2: Regional Land Use Designations
Map 3: Urban Containment Boundary and General Urban Areas
Map 4: Urban Centres
Map 5: Rural Areas
Map 6: Industrial and Mixed Employment Areas
Map 7: Agricultural Areas
Map 8: Conservation and Recreation Areas
Map 9: Regional Recreation Greenway Network
Map 10: Natural Features and Land Cover
Map 11: Local Centres, Hospitals and Post Secondary Institutions
Map 12: Special Study Areas and Sewerage Extension Areas

List of Figures

Figure 1: Sustainability Framework: Regional Management Plans and Mandates
Figure 2: How Land Use and Transportation Strategies Contribute to Climate Actions
Figure 3: Relationship Between the Regional Growth Strategy and Official Community Plans

List of Tables

Table 1: Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas
Table 2: Guidelines for Urban Centres and Frequent Transit Development Areas
Table 3: Regional Growth Strategy Implementation Framework
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.

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;
• recognize and respond to the need for collaborative decision making processes.

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.

The authority for the Regional Growth Strategy is based on the Local Government Act, which establishes the procedural requirements for adopting and implementing a Regional Growth Strategy. The Local Government Act states that the purpose of a Regional Growth Strategy is to “promote human settlement that is socially, economically and environmentally healthy and makes efficient use of public facilities and services, land and other resources”.

Figure 1: Sustainability Framework: Regional Management Plans and Mandates

Note: Figure for reference only, see section 6.13.2.
B Linkages to Other 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 meet the region’s priorities and mandates and support the long-term commitment to sustainability.

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

TransLink is the regional transportation authority responsible for planning, managing, and operating the regional transportation system. TransLink is required to provide a regional transportation system that supports Metro Vancouver’s Regional Growth Strategy, air quality and greenhouse gas reduction objectives, and the economic development of the region. TransLink’s long range plan known as Transport 2040 (shown as reference in Appendix B) sets out strategies for the road and transit network in support of the Regional Growth Strategy (shown in Appendix B). The Regional Growth Strategy and regional transportation plans must be mutually reinforcing to be successful.

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

Other important partners include: the federal government and the province, other authorities and agencies, as well as residents, non-profit organizations and business associations. The federal government has jurisdiction and funding responsibilities for such matters as trade and transportation facilities, such as the ports and airports, and the provincial government for transportation planning highways, education and health facilities, which all have significant impacts on land use patterns.
C Challenges and Responses

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

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

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

Supporting 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 North American and Asia-Pacific regions. The challenge for the Regional Growth Strategy is to ensure an adequate supply of space for industry and commerce throughout the region, located appropriately to their needs and in a manner that supports an efficient transportation system on which the economy depends.

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

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

Protecting Agricultural Land to Support Food Production
Comprising over 50,000 hectares of the region, agricultural lands are an important asset. The heightened importance of producing fresh, regionally grown food to meet economic, environmental, health and food security objectives reinforce the need to protect the region’s rich agricultural lands. The challenge for the Regional Growth Strategy is to protect the agricultural land base and to encourage its active use for food production.
Responses
To respond to these challenges, the Regional Growth Strategy sets out a series of strategies and actions for Metro Vancouver and member municipalities arranged under five key goals intended to achieve the desired outcomes.

GOAL 1
Create a Compact Urban Area
Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, and close to employment, amenities and services. Compact transit oriented development patterns help reduce greenhouse gas emissions and pollution, and support both the efficient use of land and an efficient transportation network.

GOAL 2
Support a Sustainable Economy
The land base and transportation systems required to nurture a healthy business sector are protected and supported. This includes supporting regional employment and economic growth. Industrial and agricultural land is protected and commerce flourishes in Urban Centres throughout the region.

GOAL 3
Protect the Region's Environment and Respond to Climate Change Impacts
Metro Vancouver’s vital ecosystems continue to provide the essentials of life – clean air, water and food. A connected network of habitats is maintained for a wide variety of wildlife and plant species. Protected natural areas provide residents and visitors with diverse recreational opportunities. Strategies also help Metro Vancouver and member municipalities meet their greenhouse gas emission targets, and prepare for, and mitigate risks from, climate change and natural hazards.

GOAL 4
Develop Complete Communities
Metro Vancouver is a region of communities with a diverse range of housing choices suitable for residents at any stage of their lives. The distribution of employment and access to services and amenities builds complete communities throughout the region. Complete communities are designed to support walking, cycling and transit, and to foster healthy lifestyles.

GOAL 5
Support Sustainable Transportation Choices
Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of development expands the opportunities for transit, multiple-occupancy vehicles, cycling and walking, encourages active lifestyles, and reduces energy use, greenhouse gas emissions, household expenditure on transportation, and improves air quality. The region’s road, transit, rail and waterway networks play a vital role in serving and shaping regional development, providing linkages among the region’s communities and providing vital goods movement networks.

Map 1: Metro Vancouver Municipalities and Electoral Area

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

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

The intent statements for the regional land use designations are to be read in conjunction with applicable strategies and actions under each goal and are to be interpreted by municipalities in their Regional Context Statements. The boundaries for the regional land use designations are established on a parcel-based map maintained by Metro Vancouver and are depicted on the Regional Land Use Designations map (Map 2). Urban Centres are depicted on the Urban Centres map (Map 4), and once defined by municipalities, Frequent Transit Development Areas will also be identified on Map 4. The general locations of Urban Centres and Frequent Transit Development Areas, once defined by municipalities, and the boundaries of Urban Centres and Frequent Transit Development Areas, as determined by municipalities, will be depicted on a reference map, which will be maintained in association with, but not part of the Regional Growth Strategy.

Text re-ordered and changed to clarify that Urban Centres and Frequent Transit Development Areas are overlays and not land use designations. The policy stating that Urban Centres and Frequent Transit Development Areas be located solely in General Urban has been removed.

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

Urban Land Use Designations

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

Urban Centres and Frequent Transit Development Areas are the focus of growth within the region. Policies for Urban Centres and Frequent Transit Development Areas only apply to lands designated as General Urban areas.

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

The introduction of language on overlays required adjustments to this definition. The intent for Mixed Employment has been clarified to indicate that Mixed Employment areas within Frequent Transit Development Areas can support higher density commercial activities compared to Mixed Employment locations that are not well served by Transit.
Mixed Employment areas are intended for industrial, commercial and other employment related uses. It is the intent that these areas provide a range of employment options, continue to support industrial activities, and also support the planned function of Urban Centres and Frequent Transit Development Areas to meet the needs of the regional economy. Residential uses are not intended.

Mixed Employment areas are intended for industrial, commercial and other employment related uses to help meet the needs of the regional economy. They are intended to complement and support the planned function of Urban Centres and Frequent Transit Development Areas by providing locations for employment generating activities which would not generally locate within Urban Centres and Frequent Transit Development Areas. Mixed Employment areas located within Urban Centres and Frequent Transit Development Areas should accommodate a full range of employment activities and should have a more intensive form of commercial development than those located outside of such areas.

Non-Urban Land Use Designations

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

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

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

Urban Centre and Frequent Transit Development Area Overlays

Within the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas may be overlaid on any regional land use designation. Urban Centres and Frequent Transit Development Areas overlays and policies enable higher density forms of development, but only for those areas designated as General Urban or Mixed Employment. Where overlays cover areas other than General Urban or Mixed Employment, the intent and policies for those designations still apply.

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

-**Frequent Transit Development Areas**
  Frequent Transit Development Areas are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are located within General Urban areas on or adjacent to TransLink’s Frequent Transit Network at transit stations, or stops, or at appropriate locations along transit routes. Frequent Transit Development Areas complement the network of Urban Centres, and are characterized by higher density residential (in General Urban only), commercial and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling and walking are the preferred modes of transportation. The Frequent Transit Development Area boundaries will be established by municipalities in their Regional Context Statements in a manner generally consistent with the guidelines in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas). Maps 2 and 4 will show the location of Frequent Transit Development Areas, once identified by municipalities in their Regional Context Statements.

Map 2: Regional Land Use Designations
E Goals, Strategies and Actions

Goal 1 - Create a Compact Urban Area

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

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

Strategies to achieve this goal are:

1.1 Contain urban development within the Urban Containment Boundary

1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

1.3 Protect the region’s Rural areas from urban development
STRATEGY 1.1
Contain urban development within the Urban Containment Boundary

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

1.1.3 Adopt Regional Context Statements which:

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

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

Actions Requested of Other Governments and Agencies

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

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

1.1.6 That TransLink and the province discourage the provision of infrastructure that would facilitate the dispersal of housing and employment outside the Urban Containment Boundary when preparing and implementing transportation plans, strategies and investments.

Map 3: Urban Containment Boundary and General Urban Areas
STRATEGY 1.2
Focus growth in Urban Centres and Frequent Transit Development Areas

Metro Vancouver’s role is to:

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

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

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

1.2.4 Monitor progress towards the targets set out in Table 1 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) for the Urban Centres and Frequent Transit Development Areas.

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

The role of municipalities is to:

1.2.6 Adopt Regional Context Statements which:

a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 1 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);

b) within the General Urban area, include policies for Urban Centres which:

i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with based on the guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2); Urban Centres map (Map 4);

ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);
iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;

iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;

c) within the General Urban area, include policies for Frequent Transit Development Areas which:

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

• Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);
• TransLink’s Frequent Transit Network, which may be updated over time;
• other applicable guidelines and policies of TransLink for the Frequent Transit Network;

ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);

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

d) include policies for General Urban areas which:

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

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

iii) exclude non-residential major trip generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of which are inconsistent with the intent of concentrating growth in Urban Centres and existing or planned Frequent Transit Development Areas;

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

---

**Mixed Employment designation has been added to the list of regional land use designations which an Urban Centre or Frequent Transit Development overlay can cover. FTDAs allow for higher density / intensity uses within these Mixed Employment areas.**

---

e) for where an Urban Centres or Frequent Transit Development Areas that overlay boundary contains Industrial or Conservation and Recreation areas, the Industrial and Conservation and Recreation intent and policies still apply policies prevail;

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

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

ii) encourage safe and efficient transit, cycling and walking;
iii) implement transit priority measures, where appropriate;

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

**Actions Requested of Other Governments and Agencies**

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

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

1.2.9 That the province and TransLink, as appropriate:

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

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

c) work with municipalities to support the safe and efficient movement of people, goods and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

**Table 1: Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas**

Notes:

1. This table provides guidance to assist in regional and local planning

2. Frequent Transit Development Area targets are conceptual and subject to future municipal and transit planning processes.

3. All Other Areas for Employment refers to areas outside of Urban Centres and Frequent Transit Development Areas.

**Map 4: Urban Centres**
### Table 2: Guidelines for Urban Centres and Frequent Transit Development Areas

Reference to within General Urban area removed to clarify that Urban Centre and Frequent Transit Development Area overlays can include a range of regional land use designations. Restrictions on offices in FTDAs have been removed.

<table>
<thead>
<tr>
<th>Types of Urban Centres</th>
<th>Description and Land Use Characteristics</th>
<th>Transportation Characteristics</th>
</tr>
</thead>
</table>
| **Region-Serving Centres**                                  | **Metropolitan Core**  
The Region’s Downtown  
Downtown Vancouver and Central Broadway  
  • Within the General Urban area, locations identified on the Regional Land Use Designations map (Map 2)  
  • Generally defined as within 800 metres of one or more rapid transit stations or within 400 metres of the intersection of two or more corridors of a stop on TransLink’s Frequent Transit Network  
  • Regional-scale employment, services, business and commercial activities  
  • Major institutional, community, cultural and entertainment uses  
  • High and medium density housing (in General Urban only)  
  • Industrial uses  
  • Parks, greenspace and ecological areas  
  • The Metropolitan Core is the principal business, employment, cultural and entertainment location for the region  
  • Surrey Metro Centre and the Regional City Centres are major activity areas for the sub-regions | **Regional and/or subregional transportation hubs with multiple Frequent Transit Network connections**  
  • Provision of transit priority measures and other transit-supportive road infrastructure and operations  
  • Major Road Network access  
  • High quality, accessible walking and cycling environment |
| **Surrey Metro Centre**                                      | **Centre of Activity South of the Fraser River**  
  • Within the General Urban area, locations identified on the Regional Land Use Designations map (Map 2)  
  • Generally defined as within 800 metres of a rapid transit station or within 400 metres of a stop on TransLink’s Frequent Transit Network  
  • Employment, services, business and commercial activities, typically serving the municipal or local area  
  • Institutional, community, cultural and entertainment uses  
  • High and medium density housing (in General Urban only)  
  • Industrial uses  
  • Parks, greenspace and ecological areas  
  • Services and activities oriented to the local needs of the surrounding communities  
  • Municipal focus for community and cultural activities | **Local transportation hubs with existing Frequent Transit Network service or potential for Frequent Transit Network service as warranted by ridership demand**  
  • Provision of transit priority measures and other transit-supportive road infrastructure and operations  
  • Major Road Network access  
  • High quality, accessible walking and cycling environment |
| **Regional City Centre**                                     | **Major regional centres, serving Metro Vancouver’s subregions**  
  • Within the General Urban area, locations identified on the Regional Land Use Designations map (Map 2)  
  • Generally defined as within 800 metres of a rapid transit station or within 400 metres of a stop on TransLink’s Frequent Transit Network  
  • Employment, services, business and commercial activities, typically serving the municipal or local area  
  • Institutional, community, cultural and entertainment uses  
  • High and medium density housing (in General Urban only)  
  • Industrial uses  
  • Parks, greenspace and ecological areas  
  • Services and activities oriented to the local needs of the surrounding communities  
  • Municipal focus for community and cultural activities | **Existing or planned Planned or existing Frequent Transit Network service**  
  • Provision of transit priority measures and other transit-supportive road infrastructure and operations  
  • High quality, accessible walking and cycling environment |
| **Coquitlam, New Westminster, Langley, Lonsdale (North Vancouver), Maple Ridge, Metrotown (Burnaby), Richmond** | **Municipal Town Centre**  
  • Hubs of activity within municipalities  
  • Aldergrove, Ambleside, Brentwood, Cloverdale, Edmonds, Guildford, Fleetwood, Inlet Centre, Ladner, Lougheed, Lower Lynn, Newton, Oakridge, Pitt meadows, Port Coquitlam, Semiahmoo, Willoughby  
  • Within the General Urban area, locations identified on the Regional Land Use Designations map (Map 2)  
  • Generally defined as within 800 metres of a rapid transit station or within 400 metres of a stop on TransLink’s Frequent Transit Network  
  • Employment, services, business and commercial activities, typically serving the municipal or local area  
  • Institutional, community, cultural and entertainment uses  
  • High and medium density housing (in General Urban only)  
  • Industrial uses  
  • Parks, greenspace and ecological areas  
  • Services and activities oriented to the local needs of the surrounding communities  
  • Municipal focus for community and cultural activities | **Local transportation hubs with existing Frequent Transit Network service or potential for Frequent Transit Network service as warranted by ridership demand**  
  • Provision of transit priority measures and other transit-supportive road infrastructure and operations  
  • Major Road Network access  
  • High quality, accessible walking and cycling environment |
| **Frequent Transit Development Areas**                       | **Focal areas for residential growth and mixed use development, in alignment with TransLink’s Frequent Transit Network**  
  • Within the General Urban area, locations determined by municipalities and TransLink in accordance with local area plans  
  • Located adjacent to transit stations or stops or at appropriate locations along routes served by TransLink’s Frequent Transit Network  
  • Generally defined as within 800 metres of a rapid transit station or within 400 metres of a stop on the TransLink’s Frequent Transit Network  
  • Focus for medium and higher density housing (in General Urban only), including affordable housing choices, and mixed uses with concentrated growth at transit stops and station areas  
  • Locations for commercial activities, at a lower scale than for the Urban Centres, and may include cultural, institutional, and community uses. Major office employment is preferably directed to Urban Centres  
  • Industrial uses  
  • Parks, greenspace and ecological areas | **Existing or planned Planned or existing Frequent Transit Network service**  
  • Provision of transit priority measures and other transit-supportive road infrastructure and operations  
  • High quality, accessible walking and cycling environment |
STRATEGY 1.3
Protect the region’s Rural areas from urban development

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

1.3.3 Adopt Regional Context Statements which:

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

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

c) include policies which:

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

ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve, where appropriate.

Map 5: Rural Areas
Goal 2 - Support a Sustainable Economy

Text added to highlight the importance of employment areas, post-secondary institutions, and hospitals as economic generators.

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

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

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

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

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

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

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

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

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

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

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

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

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

The role of municipalities is to:

2.1.4 Adopt Regional Context Statements which:

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

b) support the development of office space in Urban Centres, through policies such as 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;

c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas; areas not well served by TransLink’s Frequent Transit Network.

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

Actions Requested of Other Governments and Agencies

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

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

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

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

Metro Vancouver’s role is to:

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

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

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

The role of municipalities is to:

2.2.4 Adopt Regional Context Statements which:

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

b) include policies for Industrial areas which:

i) support and protect industrial uses;

ii) support appropriate accessory uses, including commercial space and caretaker units;

iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;

iv) encourage better utilization and intensification of industrial areas for industrial activities;

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

d) include policies for Mixed Employment areas which:

i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;

ii) allow large and medium format retail, where appropriate, provided that and where such development will not undermine the broad objectives of the Regional Growth Strategy;

iii) support the regional objective of concentrating commercial office retail and other major high trip generating uses in Urban Centres and existing or planned Frequent Transit Development Areas;

Text added to clarify that the intent for Mixed Employment areas with FTDA overlays to achieve higher densities / intensities.
iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;

v iv) support the intensification or expansion of Mixed Employment areas in other locations that are currently, or planned to be, well-served by transit or have committed expansions to transit service commensurate with the planned intensification / expansion of employment and where the scale and nature of such expansion does not work against Goal 1;

vi v) exclude residential uses, except for an accessory caretaker unit;

e) include policies which help reduce environmental impacts and promote energy efficiency.

Actions Requested of Other Governments and Agencies

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

Map 6: Industrial and Mixed Employment Areas
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 Direct the Greater Vancouver Sewerage and Drainage District to not extend regional sewage services into Agricultural areas, except for building footprints in cases where infrastructure is needed to address a public health issue, protect the region’s natural assets, or to service agriculture or agri-industry.

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

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

6.7.3 moved to become the new 2.3.4 in order to provide greater prominence to this section.

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

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

The role of municipalities is to:

2.3.6 Adopt Regional Context Statements which:

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

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

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

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

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

iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);
v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers’ markets and urban agriculture);

vi) encourage the use of agricultural land primarily for food production;

vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

**Actions Requested of Other Governments and Agencies**

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

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

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

a) agricultural tax policies that reinforce the continued use of agricultural lands for agriculture operations, especially for food production;

b) incentive and education programs to encourage new farmers.

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

2.3.11 That the province explore and implement fiscal tools and incentives to protect natural assets on agricultural lands.

**Map 7: Agricultural Areas**
Goal 3 - Protect the Region’s Environment and Respond to Climate Change Impacts

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

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

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

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

Strategies to achieve this goal are:

3.1 Protect the region’s Conservation and Recreation lands

3.2 Protect and enhance natural features and their connectivity throughout the region

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

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

Metro Vancouver’s role is to:

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

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

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

The role of municipalities is to:

3.1.4 Adopt Regional Context Statements which:

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

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

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

ii) environmental conservation;

iii) recreation, primarily outdoor;

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

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

vi) limited agriculture use, primarily soil-based;

c) consider policies that appropriately buffer Conservation and Recreation areas from activities in adjacent areas through various means.

Actions Requested of Other Governments and Agencies

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

3.1.6 That the province actively manage provincial park / environmental lands with the intent of enhancing natural assets and recreational opportunities.
3.1.7 That the federal government and the province and their agencies:

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

b) strive to improve consultation and collaboration among all levels of government in the planning of Conservation and Recreation lands.

Map 8: Conservation and Recreation Areas
STRATEGY 3.2
Protect and enhance natural features and their connectivity throughout the region

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

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

3.2.5 In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.

Measures can be applied to public and private lands

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 on privately owned lands (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).

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

Actions Requested of Other Governments and Agencies

3.2.8 That TransLink coordinate the support development of a regional cycling network in collaboration with municipalities, and coordinate its implementation with Metro Vancouver’s Regional Recreation Greenway Network.
3.2.9 That the federal government and the province collaborate to enhance endangered species and ecosystem protection legislation that identifies, protects and restores habitats and biodiversity.

**Map 9: Regional Recreation Greenway Network**

*Note: Map for reference only, see section 6.13.2.*

**Map 10: Natural Features and Land Cover**

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

Metro Vancouver’s role is to:

3.3.1 Implement the strategies and actions of the Regional Growth Strategy which contribute to regional targets to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050. Figure 2 identifies examples of strategies and actions contained in the Regional Growth Strategy to address climate change.

As per requirements in the local government act, specific strategies and actions relating to greenhouse gas reductions have been identified.

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

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

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

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

The role of municipalities is to:

3.3.4 Adopt Regional Context Statements which:

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

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

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

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

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

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

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

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

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

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

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

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

Figure 2: How Land Use and Transportation Strategies Contribute to Climate Actions

Actions Address Climate Change

Note: Figure for reference only, see section 6.13.2.
STRATEGY 3.4
Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Metro Vancouver’s role is to:

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

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

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

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

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

The role of municipalities is to:

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

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

Actions Requested of Other Governments and Agencies

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

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

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

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

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

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

d) review and improve the effectiveness of existing provincial legislation and guidelines regarding flood hazard management by municipalities.
Goal 4 - Develop Complete Communities

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

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

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

Strategies to achieve this goal are:

4.1 Provide diverse and affordable housing choices

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

Metro Vancouver’s role is to:

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

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

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

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

4.1.5 Support the Metro Vancouver Housing Corporation in increasing the number of affordable housing units in Metro Vancouver.

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

The role of municipalities is to:

4.1.76 Adopt Regional Context Statements which:

a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix Tables A.2 and A.3 (Appendix-A), which:

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

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

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

iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.
v) mitigate or limit the loss of existing rental housing stock;

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

4.1.8 Prepare and implement Housing Action Plans which:

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

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

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

d) mitigate or limit the loss of existing rental housing stock;

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

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

Actions Requested of Other Governments and Agencies

To clarify and specify the necessary contributions from the senior levels of government towards construction of additional affordable housing development.

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

4.1.9 That the federal government and the province and their agencies provide capital and operating funding to support the construction of additional affordable, supportive and transitional housing across the region.

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

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

Metro Vancouver’s role is to:

4.2.1 Support municipalities in the development of healthy and complete communities through regional strategies on affordable housing, culture, food, and parks and recreation.

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

4.2.3 Collaborate with health authorities to advance measures to promote healthy living through land use policies.

The role of municipalities is to:

4.2.4 Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:

a) support compact, mixed use, transit, cycling and walking oriented communities;

b) locate community, arts, cultural, recreational, institutional, medical/health, social service, and education facilities in Urban Centres or areas with good access to transit;

c) provide public spaces and other place-making amenities for increased social interaction and community engagement;

d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;

e) support food production and distribution throughout the region, including in urban areas, this could include 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 near housing and transit services;

f) when planning new communities, infrastructure, and transportation systems, assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;

g) support universally accessible community design;

Add clarity that local centres should be small scale and not compete with Urban Centres.

h) 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.
Actions Requested of Other Governments and Agencies

4.2.5 That the federal government and the province, their agencies and health authorities locate community, arts, cultural, recreational, institutional, medical/health, social service, and education facilities in Urban Centres or areas with good access to transit.

4.2.6 That any funding provided by the federal government and the province, their agencies and health authorities to other groups or organizations for the provision of facilities mentioned in Action 4.2.5 take into consideration the location of those facilities and prioritize funding for facilities in Urban Centres or areas with good access to transit.

4.2.7 That TransLink provide appropriate levels of transit service to local centres, consistent with TransLink’s strategic transportation plan.

Map 11: Local Centres, Hospitals and Post Secondary Institutions
Goal 5 - Support Sustainable Transportation Choices

Land use influences travel patterns and transportation systems in turn influence land use and development. Achieving the goals of the Regional Growth Strategy requires the alignment of land use and transportation strategies. Metro Vancouver promotes accessible and sustainable transportation choices and supported by 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 Areas. This transit-oriented pattern of growth helps reduce vehicle use, traffic congestion, energy consumption and air emissions from on-road sources while fostering transit ridership. It also provides the region’s residents with greater travel options and a cleaner environment.

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

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

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

Strategies to achieve this goal are:

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

5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services
STRATEGY 5.1
Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Metro Vancouver’s role is to:

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

Revise text to ensure TransLink’s mandate of transit planning and delivery is not impacted, while expressing important regional priorities to meet objectives of the RGS.

5.1.2 Pursue Establish the following Regional Growth Strategy priorities for the expansion of the TransLink’s Frequent Transit Network and other transit services in to support of regional land use goals, with the timing of implementation subject to the availability of sustainable capital and operating funds:

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

• Priority 1: Connecting Lougheed Municipal Town Centre, Inlet Municipal Town Centre, and Coquitlam Regional City Centre. The Evergreen Line connecting Coquitlam Regional City Centre to Lougheed Municipal Town Centre.

• Priority 2: Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre; and Connecting or extending the existing rapid transit network in the Broadway / Commercial Drive area to the Central Broadway area, connecting the Central Broadway area in the Metro Core to the existing rapid transit network serving the eastern and southern parts of the region.

b) enhancing or extending the Frequent Transit Network and other transit services in other regional corridors to reinforce Urban Centres and not listed above Frequent Transit Development Areas, and other significant transit markets, as follows including, but not limited to, the following:

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

• enhanced service linking the Lonsdale North Shore Regional City Centre to North Shore Municipal Town Centres;

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

• enhanced service linking the University of British Columbia’s main campus to the Metro Core, including the Central Broadway area;
In the longer term, these corridors may be considered for rapid transit expansion (busways or rail) after the implementation of rapid transit expansion Priority 1 and Priority 2.

Should TransLink’s studies of options for extending rapid transit to the University of British Columbia through the Central Broadway area support advancing rapid transit west of the Central Broadway area, the timing of such an extension should not delay or compromise investments needed to meet Priority 1 and 2 objectives.

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

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

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

The role of municipalities is to:

5.1.6 Adopt Regional Context Statements which:

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

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

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

Actions Requested of Other Governments and Agencies

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

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

b) as funding permits, pursue the priorities set out in Action 5.1.2 for staging rapid transit expansion; implement Metro Vancouver’s priorities for TransLink’s Frequent Transit Network as identified in section 5.1.2;

c) establish performance measures and/or targets for an increased share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;
d) prepare and implement regional transportation system and demand management strategies, such as
ridesharing programs, and transportation user-based pricing and regional parking policy;

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

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

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

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

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

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

shared funding of data collection and applied research into land use and transportation integration.

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

Metro Vancouver’s role is to:

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

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

The role of municipalities is to:

5.2.3 Adopt Regional Context Statements which:

a) identify routes on a map for illustrative purposes 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, ports, airports, and international border crossings;

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

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

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

Actions Requested of Other Governments and Agencies

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

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

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

c) preparation and implementation of regional transportation system and demand management strategies, in consideration of the goals and policies of the Regional Growth Strategy for Urban Centres and Frequent Transit Development Areas.
5.2.5 That TransLink, the province and partner agencies, as appropriate, support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

5.2.6 That TransLink and the province, as appropriate, in collaboration with municipalities, seek to minimize impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health affecting the region and areas within the Lower Fraser Valley Airshed.

5.2.7 That TransLink and the province, as appropriate, evaluate the following elements when contemplating future expansion of private vehicle capacity on major roads, highways, and bridges:

  a) transportation demand management strategies as alternatives to, or as integral with, such capacity expansion;
  b) impacts on the achievement of the Regional Growth Strategy and the Air Quality Management Plan, including potential cumulative impacts.

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

  a) protection of rail rights-of-way and access points to navigable waterways;
  b) protective and mitigation measures on air quality, habitat and communities;
  c) applied research into transportation system and demand management-related technologies, policies, and regulations to optimize movement of vehicles for passengers, goods and services, in particular to airports and intermodal goods-handling facilities;
  d) survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling within and through the Lower Mainland.
F Implementation

6.1 Introduction to Regional Growth Strategy Implementation Framework

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

This collaborative decision-making process applies to:

• acceptance by affected local governments of the initial Regional Growth Strategy and subsequent amendments;

• acceptance by Metro Vancouver of initial municipal Regional Context Statements and subsequent amendments;

• ongoing Regional Growth Strategy and Regional Context Statement administration and procedures.

Table 3: Regional Growth Strategy Implementation Framework

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

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

Figure 3: Relationship Between the Regional Growth Strategy and Official Community Plans

Note: Figure for reference only, see section 6.13.2.

Contents of Regional Context Statement

| Confirm that comments from TransLink must accompany Regional Context Statements that propose to add or delete Frequent Transit Development Areas. |

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

Board Timing and Response to Regional Context Statements Process

Reorder sections – previous 6.2.9 and 6.2.10 to become the new 6.2.4 and 6.2.5

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

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

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

Delete as such requirements already established in other sections of RGS.

Consistency with Regional Growth Strategy

6.2.6 The Metro Vancouver Board will only accept a Regional Context Statement that is generally consistent with the Regional Growth Strategy’s goals, strategies and actions. This means that all use designations in the Regional Context Statement must be generally consistent with the parcel-based
regional land use designation boundaries depicted in the Regional Land Use Designations map (Map 2).

Providing for Appropriate Municipal Flexibility

6.2.75 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 within the Urban Containment Boundary, provided that:

a) for sites that are one hectare or less, 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;

- the re-designation does not result in the development of proximate sites where the aggregate area is greater than one hectare; and

Clarity that the allowable adjustments cannot exceed 2% of the total for the municipality.

- the aggregate area of land affected by all such re-designations does not exceed 2% of the municipality’s total lands within each applicable land use designation;

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

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

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

provided that:

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

- the re-designation does not result in the development of proximate sites where the aggregate area of all proximate sites that are re-designated does not exceed three hectares; and

- the aggregate area of land affected by all such re-designations does not exceed 2% of the municipality’s total lands within each applicable land use designation.

6.2.86 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 that are located in the General Urban area,
6.2.9 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.7 and 6.2.8, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

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

---

**Reorder sections - previous 6.2.9 and 6.2.10 moved to become the new 6.2.4 and 6.2.5**

**Request for Board Comment During Initial Two Year Period**

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

**6.3 Categories of Regional Growth Strategy Amendments**

**Type 1 - Major Amendments to the Regional Growth Strategy**

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

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

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

c) the matters specified in section 857.1(4) of the Local Government Act.

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

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

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

a) amendment to the Urban Containment Boundary;
b) amendment of Agricultural or Conservation and Recreation regional and use designations, except as set out in section 6.3.4 (e), (f) and (g);

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

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

e) the addition or deletion of an Urban Centre;

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

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

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

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

b) for sites within the Urban Containment Boundary, amendments from Industrial, Mixed Employment, Conservation and Recreation lands utilized only for commercial extensive recreation facilities, or General Urban land use designations to any other such regional land use designations;

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

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

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

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

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

h) housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, performance measures, tables, figures, grammar, or numbering, and amendments to mapping to incorporate maps included in accepted Regional Context Statements, that do not alter the intent of the Regional Growth Strategy;
i) all other amendments not identified in sections 6.3.1 or 6.3.3.

6.4 Procedures for Regional Growth Strategy Amendments

Metro Vancouver has the authority to initiate an amendment for its own plan; this clause requires Metro Vancouver to consult and receive comment from the local municipality.

Who Can Apply for an Amendment

6.4.1 The process to initiate amendments to the Regional Growth Strategy is by resolution of Metro Vancouver Board. Municipalities may, by resolution, request amendments, and no amendment process which proposes to change a regional land use designation or Urban Containment Boundary shall be initiated unless or until the municipality or municipalities in which the subject site is located have requested that amendment or have been given the opportunity to formally comment on that proposal.

6.4.1 Metro Vancouver or a municipality may, by resolution, propose amendments to the Regional Growth Strategy. For a change to a land use designation or Urban Containment Boundary location, such amendments can only be initiated by Metro Vancouver or the municipality in which the subject site is located. If the proposed amendment affects land in two or more jurisdictions, a resolution by each municipality is required. Amendments to the Regional Growth Strategy will be made by a Metro Vancouver bylaw.

Notification and Request for Comments

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

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

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

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

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

Procedures for Type 1 Major Amendments

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

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

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

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

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

d) consider third reading;

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

Procedures for Type 3 Minor Amendments Requiring Simple Majority Weighted Vote

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

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

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

6.5 Coordination with First Nations

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

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

6.5.3 On Treaty Effective Date (April 3, 2009), Tsawwassen First Nation became a Treaty First Nation member of Metro Vancouver and its land use plan was deemed to be consistent with the Regional Growth Strategy. If the Tsawwassen First Nation proposes to amend its land use plan after the adoption of the Regional Growth Strategy, such amendments must be submitted to the Metro Vancouver Board for acceptance in accordance with the process set out in the Implementation section of the Regional Growth Strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the Regional Growth Strategy and TransLink’s regional transportation plans are compatible and complementary. Metro Vancouver will refer to TransLink for written comments Regional Context Statement amendments that would impact the regional transportation system or significantly affect the demand for regional transportation services.
6.6.2 As an affected local government, TransLink is required to consider acceptance of the Regional Growth Strategy and any proposed Type 1 major amendments, as set out in section 6.3.1.

6.7 Coordination with Other Governments and Agencies

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

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

6.7.3 moved to become the new 2.3.4 in order to provide greater prominence to this section.

6.7.3 Metro Vancouver will work with the Agricultural Land Commission to protect the region's agricultural land base and will not amend the Agricultural land use designation of a site if it is still part of the Agriculture Land Reserve, except to change it to an Agricultural land use designation.

6.8 Coordination with Greater Vancouver Boards

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

6.9 Sewerage Area Extensions

Text revised reflecting discussions with Township of Langley.

6.9.1 Notwithstanding any other provision in this Regional Growth Strategy, the area known as Salmon River Uplands in the Township of Langley and depicted on Map 12 as a "Sewerage Extension Area" forms part of the Greater Vancouver Sewerage and Drainage District’s (GVS&DD) Fraser Sewerage Area in which sewage servicing will be permitted subject only to the land uses and density of development to be served being consistent with the Rural designation in the Regional Growth Strategy, and the Township of Langley’s Official Community Plan, and the normal GVS&DD technical considerations. Also, for the area known as Fernridge in the Township of Langley, the GVS&DD may permit hook ups to the regional sewer system, subject to GVS&DD technical considerations and the character of the development to be served being consistent with the designations in the Regional Growth Strategy and the Township of Langley Official Community Plan.

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

6.10 Special Study Areas

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

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

6.11 Jurisdiction

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

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

6.12 Regional Growth Strategy Maps

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

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

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

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

6.13 Tables, Figures and Performance Measures

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

6.13.2 The following figures and maps in the Regional Growth Strategy are included as reference only: Figures 1, 2, and 3 and Maps 1, 9, and 10.

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

6.14 Interpretation

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

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

6.14.3 Affected local governments are the governments and authorities which are directly affected by the Regional Growth Strategy, namely the Metro Vancouver member municipalities (excluding Bowen Island Municipality), the Tsawwassen First Nation, the adjoining Regional Districts of Squamish-Lillooet Regional District and Fraser Valley Regional District, and the South Coast British Columbia Transportation Authority (also known as ‘TransLink’).

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

Several municipalities have requested guidelines to assist in implementation of the Regional Growth Strategy

6.15 Guidelines

6.15.1 The Metro Vancouver Board may periodically prepare guidelines to assist in the implementation of the Regional Growth Strategy.

Map 12: Special Study Areas and Sewerage Extension Areas
G Performance Measures

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

Goal 1: Create a Compact Urban Area

Strategy 1.1: Contain urban development within the Urban Containment Boundary

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

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

1. Number and percentage of new dwelling units located within Urban Centre boundaries.
2. Number and percentage of new employment located within Urban Centre boundaries.
3. Number and area of Frequent Transit Development Area locations.
4. Number and percentage of new dwelling units located within Frequent Transit Development Area boundaries.
5. Number and percentage of new employment located within Frequent Transit Development Area boundaries.

Strategy 1.3: Protect the region’s Rural areas from urban development

1. Number of net new dwelling units located in the Rural areas.
2. Residential density in the Rural areas.

Goal 2: Support a Sustainable Economy

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

1. Total number and growth of employment by sector for each subregion.
2. Employment to labour force ratio in each subregion.
3. Percentage of residents living and working within the same subregion.
4. Percentage of new office and retail development locating within and outside of Urban Centres and Frequent Transit Development Areas boundaries.

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

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

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

1. Number of hectares within the Agricultural area.
2. Number of hectares and percentage of the Agricultural area used for agricultural activities.
3. Percentage of Agricultural area under active food production.
4. Value of gross annual farm receipts.

Goal 3: Protect the Region’s Environment and Respond to Climate Change Impacts

Strategy 3.1: Protect the region’s Conservation and Recreation lands

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

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

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

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

1. Tonnes of greenhouse gas emissions produced by buildings and transportation sources.
2. Volume of fuel sold for on-road transportation.
3. Share of trips by transit, multiple-occupancy vehicles, cycling and walking.
4. Number of dwellings / non-residential floorspace served by district energy systems.

Goal 4: Develop Complete Communities

Strategy 4.1: Provide diverse and affordable housing choices

1. Number of net new housing units by type, tenure, and average cost.
2. Total and number of net new rental units affordable to households with low income (below 50% of the median income for the region).
3. Total and number of net new rental units affordable to households with low to moderate income (between 50% to 80% of the median income for the region).
4. Total and number of net new rental and ownership units affordable to households with moderate and above income (80% and higher of the median income for the region).
5. Total and number of net new supportive and transitional housing units.
6. Number of households in core housing need (households unable to find adequate housing without spending 30% or more of gross income on housing costs).
7. Number of municipalities that have adopted and begun to implement Housing Action Plans.
Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities

1. Number of residents living within walking distance of a dedicated park or trail.
2. Hectares of dedicated park per 1,000 people living within the Urban Containment Boundary.
3. Number and percent of residents living within walking distance of a public community / recreation facility / centre.
4. Number and percent of residents living within walking distance of a grocery store.

Goal 5: Support Sustainable Transportation Choices

<table>
<thead>
<tr>
<th>These transportation performance measures depend on actions resulting from the Regional Growth Strategy and plans and investments of TransLink. The additional Performance Measure was suggested by municipalities to highlight the importance of the transportation sector in greenhouse gas emissions.</th>
</tr>
</thead>
</table>

The following performance measures are intended to be supplied by TransLink and the emphasis for Metro Vancouver will be on performance in relation to regional land use objectives.

Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

1. Number of kilometres of Frequent Transit Network.
2. Total and per capita annual transit service hours.
3. Total and per capita auto driver, auto passenger, transit, cycle, and walk trips.
4. Volume of fossil fuel purchased within Metro Vancouver.
5. Mean trip distance by mode for journey to work.

Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

1. Travel time reliability on the Major Road Network.
2. Number and per capita of vehicle-related collisions, injuries, and fatalities (per capita).
Appendix A

Table A.1: Population, Dwelling Unit and Employment Projections for Metro Vancouver Subregions and Municipalities

Table A.2: Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimate)

Table A.3: Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimate)

Table A.4: Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (10 Year Estimate)

Appendix B

Map B.1: Frequent Transit Network Concept

Map B.2: Major Road Network, Highways and Greenways
This page left blank intentionally.
<table>
<thead>
<tr>
<th>Organization</th>
<th>Sec.</th>
<th>Comments / Requests</th>
<th>Metro Vancouver Response</th>
<th>No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Village of Anmore</td>
<td>General</td>
<td>The Village of Anmore is generally satisfied with the current version of the draft Regional Growth Strategy.</td>
<td>Comment noted.</td>
<td>1</td>
</tr>
<tr>
<td>Village of Belcarra</td>
<td>General</td>
<td>The Village of Belcarra is generally satisfied with the current version of the draft Regional Growth Strategy.</td>
<td>Comment noted.</td>
<td>2</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>General</td>
<td>Metro Vancouver be informed that, in reference to the revised RGS document under preparation, the City is in a position to provide for general acceptance of the RGS as a basis for submission to a Regional Public Hearing and subsequent City consideration for approval.</td>
<td>Comment noted.</td>
<td>3</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>General</td>
<td>Metro Vancouver be requested to provide the City with a response to the items raised in Section 3.2 of this report, with an indication of the willingness to accommodate the requested changes, prior to the Public Hearing being held for the Growth Strategy Bylaw.</td>
<td>Metro Vancouver has worked to address Burnaby's comments and has made a number of revisions to the RGS based upon Burnaby's recommendations.</td>
<td>4</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>D</td>
<td>Metro Vancouver be requested to amend the RGS to provide for a locational, rather than parcel-based designation, for Urban Centre and Frequent Transit Development Areas.</td>
<td>Parcel-based designations for Urban Centres and FTDAs are shown in the Regional Context Statements only, not in the Regional Growth Strategy.</td>
<td>5</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>F</td>
<td>Metro Vancouver be requested to amend strategy action 6.4 of the draft RGS to ensure that Metro Vancouver cannot initiate changes to municipal land use designations in the RGS without the full support of the affected local municipality.</td>
<td>The RGS has been amended to read that Metro Vancouver will consult with municipalities on any proposed amendments to land use that Metro Vancouver initiates. Regional Districts need to retain the ability to amend their own plan. Moreover, where a municipality did not support such an amendment, it could decline to make the corresponding change in the RCS, thus initiating a dispute. This reflects the &quot;checks and balance&quot; intent of the legislation.</td>
<td>6</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>F</td>
<td>Council request that Metro Vancouver, in consultation with City staff, either appropriately amend the draft RGS to accommodate Burnaby's existing residential and Commercial Policy Framework, specifically Urban Villages and Suburban Multi-Family Communities within the General Urban designation, or alternatively, provide written assurances that these elements can be accommodated within the General Urban designation within the draft RGS.</td>
<td>Subject to 1.2.6 d), Urban villages and multi-family development can be accommodated within General Urban areas or if at higher densities within Frequent Transit Development Areas. Burnaby may wish to identify Local Centres in their Regional Context Statements - these Local Centres are recognized within the General Urban, as areas containing a mix of housing types and local-serving commercial uses, albeit at a scale smaller than Urban Centres. It is not, however, appropriate to locate high density development in areas not well served by transit.</td>
<td>7</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>------------------</td>
<td>------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>2.2</td>
<td>A policy based on a density differential between Mixed Employment Areas and Urban Centres be included as a defining criteria for Mixed Employment Areas within strategy action 2.2.4 d) and also be included as an element within Table 2 of the RGS.</td>
<td>Any effort to include a density figure in the RGS has been difficult because of the differing circumstances within each municipality. However, the RGS has clear policies that growth, particularly higher density development, should occur in Urban Centres and FTDAs.</td>
<td>8</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>2.1</td>
<td>Metro Vancouver be requested to amend strategy action 2.1.4 b) by inserting the phrase “higher density” in the first line before the words “office space in Urban Centres”.</td>
<td>Table 2 and Section 2.2.4 signal the appropriate levels of development for Urban Centres. All levels of office density, not only higher densities, are appropriate in Urban Centres and Frequent Transit Development Areas.</td>
<td>9</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>1.1</td>
<td>Metro Vancouver be requested to amend the requirement for Regional Context Statements to provide population, dwelling unit and employment projections, as currently presented in strategy action 1.1.3 b) of the draft RGS from “…demonstrate how municipal plans will accommodate Metro Vancouver’s projected growth” to “…demonstrate how municipal plans will work towards accommodating Metro Vancouver’s projected growth …”.</td>
<td>Text changed accordingly.</td>
<td>10</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>1.2</td>
<td>Metro Vancouver be requested to include Mixed Employment Areas as a land use category within the Employment component of Table 1 in keeping with the intended status of these lands within the RGS.</td>
<td>Table 1 reflects the preferred regional growth priorities and therefore has a separate component for Urban Centres and Frequent Transit Development Areas. Locating high trip generating conventional office development in Mixed Employment Areas not well served by transit is a regional problem. It is the intent of the RGS that Mixed Employment Areas are used primarily for industrial and employment generating uses which are not easily accommodated in Urban Centres or FTDAs.</td>
<td>11</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>1.2</td>
<td>Strategy actions 1.2.4 and 1.2.6 and the appropriate performance measures in Section G be amended to reflect the intended role of Mixed Employment Areas as employment centres.</td>
<td>Strategy 1.2 is intended to outline the role of Urban Centres and Frequent Transit Development Areas, and policies for Mixed Employment areas are contained in Goal 2. Performance measures contain a measurement for employment and land area within Mixed Employment Areas. The response to the previous comment also applies.</td>
<td>12</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>----------------</td>
<td>------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>4.1</td>
<td>Metro Vancouver be requested to amend the wording requiring that Regional Context Statements include policies or strategies that indicate how municipalities will address future housing demand as currently presented in strategy actions 4.1.6 a) from &quot;...how municipalities will meet the estimated future housing demand as set out in Tables A.2 and A.3 to &quot;...how municipalities will work towards meeting the estimated future housing demand as set out in Tables A.2 and A.3...&quot; to better reflect the inability of local municipalities to unilaterally deliver affordable housing stock.</td>
<td>Text changed accordingly.</td>
<td>13</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>3.2</td>
<td>Metro Vancouver be requested to amend Map 9 (Regional Recreation Greenway Network) of the draft RGS to include the Burnaby Fraser Foreshore Greenway to connect with the City of Vancouver and City of New Westminster Fraser Foreshore Greenways.</td>
<td>Map changed accordingly.</td>
<td>14</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>G</td>
<td>Metro Vancouver include a “satisfaction” measure from local municipalities with regard to their working relationship with the RGS on an annual basis as one of the Performance Measures to be included within the RGS.</td>
<td>Performance Measures are organized in the RGS by Goal. “Satisfaction” with the RGS may be done as part of the annual reporting requirement but should be a broader assessment than municipalities.</td>
<td>15</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>D</td>
<td>Council submit Appendix 1, attached to this report to Metro Vancouver as the definition of the City’s boundaries for its General Urban, Mixed Employment, Industrial, Agricultural and Conservation and Recreation areas for designation within the RGS.</td>
<td>All mapping changes made, except removing regional land use designations from road right of ways.</td>
<td>16</td>
</tr>
<tr>
<td>City of Burnaby</td>
<td>General</td>
<td>This report be sent Metro Vancouver in response to 2010 September draft RGS.</td>
<td>Comment noted.</td>
<td>17</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>General</td>
<td>Council to advise Metro Vancouver that the City of Coquitlam still has concerns with the Regional Growth Strategy, is still looking at solutions and is reviewing the letter provided by Metro Vancouver dated October 15, 2010.</td>
<td>Comment noted.</td>
<td>18</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>F</td>
<td>Council to request that Metro Vancouver circulate their letter to the City of Coquitlam, dated October 15, 2010, to other member municipalities.</td>
<td>The administrative implications of the Regional Growth Strategy are summarized in a report to the Nov 5 Regional Planning Committee.</td>
<td>19</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>F</td>
<td>Staff was directed to provide a legal review of the letter dated October 15, 2010, and to bring back a potential 'made in Coquitlam' solution in the form of a Regional Context Statement section when the next draft of the RGS comes forward from Metro Vancouver to review.</td>
<td>Metro Vancouver staff has discussed solutions regarding policies for Conservation and Recreation areas being identified in the Regional Context Statement and this approach is workable and will still require Board acceptance of any changes to the RCS. Changes have been made to 6.3.4 to allow extensive commercial facilities designated as Conservation and Recreation within the Urban Containment Boundary to be a Type 3 amendment.</td>
<td>20</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>----------------------</td>
<td>------</td>
<td>-------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>General</td>
<td>Full Board discussion and decision on Metro’s expanded oversight role in local land use planning and development approvals.</td>
<td>Previously discussed at Board, and at the time of bylaw readings, Board will have another opportunity to fully discuss role of Metro Vancouver.</td>
<td>21</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>3.1</td>
<td>Greater consistency in the application of land use designations across Metro, particularly for the Conservation and Recreation designation.</td>
<td>Further minor revisions to land use designations based on municipal comments have been incorporated into latest plan. Furthermore, municipalities will have opportunity to make designation boundary adjustments through their RCS. To some degree the objective of “consistency” has had to be balanced with the objective of providing municipalities with the flexibility to have “custom” approaches. This map change has been made.</td>
<td>22</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>D</td>
<td>Lack of a clear definition of land use / activities which are deemed ‘regionally significant’.</td>
<td>The regional significance is reflected in the land use intent statements, creation of overlays, and the implementation process. The latter, in particular, has been refined to limit what is considered regionally significant.</td>
<td>23</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>1.2</td>
<td>Request that Metro Vancouver revise the draft RGS by changing &quot;Urban Centres&quot; and &quot;Frequent Transit Development Areas&quot; from land use designations to overlay areas as recommended by the Technical Advisory Committee.</td>
<td>Change has been applied in revised RGS document.</td>
<td>24</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>F</td>
<td>Lack of clarity on the dispute resolution process.</td>
<td>Dispute resolution process is defined in the Local Government Act and applicable Regulations.</td>
<td>25</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>General</td>
<td>Metro to undertake another formal round of public consultation on the next draft of the RGS.</td>
<td>Public and stakeholders provided the opportunity (between Sept 3 and Oct 22 2010) and will be able to comment on the RGS bylaw at the public hearing.</td>
<td>26</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>F</td>
<td>Concern with Type 3 'Minor' Amendments - RGS Section 6.3.4 (i) provides for a vote of the Board on ‘all other amendments not defined in Section 6.3.1 or 6.6.3’ - this is too open.</td>
<td>Type 3 amendments provide the minimum level of Board involvement for RGS amendments.</td>
<td>27</td>
</tr>
<tr>
<td>City of Coquitlam</td>
<td>F</td>
<td>Unclear how member municipalities, RGS amendment application proponents, interest groups or the public approach or provide input to Metro Vancouver.</td>
<td>Could be through Metro Vancouver public hearing, delegations, or electronic or written comments to the Board. See section 6.4.2 for notification procedures.</td>
<td>28</td>
</tr>
<tr>
<td>Corporation of Delta</td>
<td>General</td>
<td>The Corporation of Delta is generally supportive of the directions of the Regional Growth Strategy as reflected in the September 2010 version.</td>
<td>Comment noted.</td>
<td>29</td>
</tr>
<tr>
<td>Corporation of Delta</td>
<td>D</td>
<td>Request that the portion of the area of Riverside Area Plan west of Church Street be designated industrial.</td>
<td>Map changed accordingly.</td>
<td>30</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Township of Langley</td>
<td></td>
<td>That Council advise staff to forward a copy of this report and related Council resolution, including any additional comments from Council to Metro Vancouver.</td>
<td>Comment noted.</td>
<td>31</td>
</tr>
<tr>
<td>Township of Langley</td>
<td>1.2</td>
<td>The September 3 2010 draft of the RGS proposes that FTDAs would only apply to areas designated General Urban, not Mixed Employment, thus eliminating the possibility of residential uses in the Carvolth area. The RGS text has been revised to clarify that FTDAs overlays can be overlaid on any regional land use designation, not just General Urban. However, the FTDA overlay only changes the General Urban and Mixed Employment designations to higher densities. The Township has requested General Urban in some portions of Carvolth to recognize transit hub role, so residential would be permitted in these areas. This map change has been made.</td>
<td></td>
<td>32</td>
</tr>
<tr>
<td>Township of Langley</td>
<td>F</td>
<td>Recognize the existing areas of Salmon River Uplands that form part of the Fraser Sewerage Area and ensure that connections will be possible for this area with no additional conditions attached. Recognize that sewer services could be extended to South Fernridge and North Salmon River uplands. Section 6.9.1 was revised to address this issue as well as Map 12. Further revisions have been made to the wording of this section to clarify sewer would be provided if the use is consistent with the regional land use designation and if the normal GVS&amp;DD technical considerations are met.</td>
<td></td>
<td>33</td>
</tr>
<tr>
<td>Township of Langley</td>
<td>5.1</td>
<td>That the report be amended to include additional language to emphasize the importance of Carvolth area as a critical transit hub for the Township of Langley and the region in connection with Fraser Valley; and to ensure clear understanding of provincial and regional transit plans in support of Township of Langley’s goals and objectives for mixed use transit oriented developments in this area. The Township has requested portions of Carvolth be changed to General Urban to signal the development of a future frequent transit development area. Map change has been made.</td>
<td></td>
<td>34</td>
</tr>
<tr>
<td>District of Maple Ridge</td>
<td>3.1</td>
<td>That on page 32, section 3.1.4 b) of the draft Regional Growth Strategy, the word ‘primarily’ before the word ‘publicly’ be removed. Text refined to remove reference to land ownership.</td>
<td></td>
<td>35</td>
</tr>
<tr>
<td>District of Maple Ridge</td>
<td>3.2</td>
<td>That on page 35, section 3.2.6 of the draft RGS, the words ‘privately owned’ be removed. Text refined to remove reference to land ownership.</td>
<td></td>
<td>36</td>
</tr>
<tr>
<td>District of Maple Ridge</td>
<td>1.1</td>
<td>That a statement be added to the draft Regional Growth Strategy confirming that lands within the urban boundary qualify for sewer and water service. Not all lands in the urban containment boundary may be serviced (e.g. conservation / recreation areas are the exceptions). Maple Ridge’s concerns have been addressed in a letter.</td>
<td></td>
<td>37</td>
</tr>
<tr>
<td>District of Maple Ridge</td>
<td>F</td>
<td>That a statement referring viewers to Section 6.13.2 be appended to the maps of the draft Regional Growth Strategy. Text added to Maps 1, 9, and 10, and Figures 1, 2, and 3.</td>
<td></td>
<td>38</td>
</tr>
<tr>
<td>District of Maple Ridge</td>
<td>F</td>
<td>That on pg 58, section 6.3.4 f) of the draft Regional Growth Strategy, the words ‘mixed employment’ be added after the words ‘industrial lands’. The provisions for this level of amendment are only intended to apply to Industrial lands.</td>
<td></td>
<td>39</td>
</tr>
<tr>
<td>New Westminster</td>
<td>General</td>
<td>Advise Metro Vancouver that it continues to support the overall vision, goals, strategies and actions contained in Draft #3 of the Regional Growth Strategy (September 3 2010).</td>
<td>Comment noted.</td>
<td>40</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>------------------------------</td>
<td>------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>New Westminster</td>
<td>General</td>
<td>Acknowledge the significant progress achieved in the preparation of Draft #3 resulting from a collaborative process including leadership from municipal representatives working with Metro Vancouver and TransLink staff to develop a plan which provides a better balance between and understanding of regional and local interests in land use planning.</td>
<td>Comment noted.</td>
<td>41</td>
</tr>
<tr>
<td>City of North Vancouver</td>
<td>4.1</td>
<td>That Actions 4.1.8 and 4.1.9 more clearly seek a commitment from both the Federal and Provincial Governments to help achieve the delivery of 21,400 &quot;Low Income Demand&quot; units and 25,400 &quot;Low to Moderate Income Demand&quot; units (total 46,800 units) in conjunction with local governments over the next 10 years. The revised wording now contained in the RGS has made the senior government role too vague.</td>
<td>Text revised to reference required level of contribution from senior levels of government towards affordable housing by referencing housing demand estimates.</td>
<td>42</td>
</tr>
<tr>
<td>City of North Vancouver</td>
<td>2.1</td>
<td>That Goal 2 be supported with a strategy and/or actions that provide for and encourage tourism development as an employment and income generator.</td>
<td>References to tourism included in Section C under the title &quot;Supporting the Region’s Economic Prosperity&quot;</td>
<td>43</td>
</tr>
<tr>
<td>City of North Vancouver</td>
<td>3.3</td>
<td>That the Metro Vancouver 2040 RGS include an objective of working towards carbon neutrality.</td>
<td>This is beyond the scope of the RGS and is encompassed in the Metro Vancouver Sustainability Framework.</td>
<td>44</td>
</tr>
<tr>
<td>City of North Vancouver</td>
<td>F</td>
<td>That land use designations not be shown for First Nations lands unless they come under regional authority.</td>
<td>The limitations on the jurisdiction of the RGS is recognized in sections 6.5 and 6.11. However, it is important to set out Metro Vancouver’s expectations with regard to those lands as context for treaty and other possible negotiations.</td>
<td>45</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>General</td>
<td>Council convey the comments contained in this report to Metro Vancouver as its feedback on the final draft (#3) of the Regional Growth Strategy (RGS) dated September 3, 2010;</td>
<td>Comment noted.</td>
<td>46</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>General</td>
<td>Council express general support for the Goals, Strategies and Actions of the revised draft RGS noting the plan has improved with greater focus on matters of regional significance and flexibility for municipalities in the achievement of regional objectives;</td>
<td>Comment noted.</td>
<td>47</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>1.2</td>
<td>Council request that Lynn Valley be identified as the District’s Municipal Town Centre in the RGS and Lower Lynn be considered for designation as a Frequent Transit Development Area;</td>
<td>Maps changed accordingly for Urban Centres. FTDA can be added later at request of the municipality.</td>
<td>48</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>1.2</td>
<td>Council request the guidelines to Municipal Town Centres and Frequent Transit Development Areas be refined to enhance consistency and include appropriate supporting land uses;</td>
<td>Guidelines in Table 2 have been amended.</td>
<td>49</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>4.2</td>
<td>Council request that the village centres within the District be added to Map 11;</td>
<td>Map changed accordingly.</td>
<td>50</td>
</tr>
<tr>
<td>District of North Vancouver</td>
<td>General</td>
<td>Council request Metro Vancouver staff work closely with District staff in the development and advancement of the District’s upcoming Regional Context Statement in a timely manner recognizing the close timelines anticipated between the RGS acceptance and completion and adoption of the District’s new OCP.</td>
<td>Comment noted.</td>
<td>51</td>
</tr>
<tr>
<td>City of Pitt Meadows</td>
<td>General</td>
<td>Council endorse the September 3 2010 Draft Regional Growth Strategy.</td>
<td>Comment noted.</td>
<td>52</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>City of Port Coquitlam</td>
<td>5.1</td>
<td>That Council advise Metro Vancouver it continues to support proceeding to bylaw consideration of the Regional Growth Strategy dated September 3, 2010 and that Metro Vancouver be advised the City of Port Coquitlam recommends Goal 5 in support of sustainable transportation choices within the Region be amended to extend the Evergreen Line to connect to the City of Port Coquitlam as part of the First Phase of this project.</td>
<td>Text revised to support enhanced transit service to Port Coquitlam Centre.</td>
<td>53</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>General</td>
<td>That while the City of Port Moody does not support the draft Regional Growth Strategy as is, due to a lack of linkage to a long term transportation plan and funding, Port Moody has the following comments:</td>
<td>Comment noted.</td>
<td>54</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>5.2</td>
<td>Metro Vancouver include the Murray-Clarke Connector as a priority road connection and Future Major Road Upgrade in the September 2010 Draft RGS.</td>
<td>TransLink is responsible for the Major Road Network (MRN), and the MRN map is included in the RGS for reference only.</td>
<td>55</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>4.2</td>
<td>Metro Vancouver include Moody Centre as a local centre on Map 11 &quot;Local Centres, Hospitals and Post Secondary Institutions.&quot;</td>
<td>Map changed accordingly.</td>
<td>56</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>5.1</td>
<td>Metro Vancouver add the words &quot;through Port Moody&quot; to section 5.1.2 (a) bullet 1 - Priority 1.</td>
<td>Reference to Inlet Centre added to list of priority 1 connections.</td>
<td>57</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>4.1</td>
<td>Metro Vancouver re-insert the following policy to Section 4.1 &quot;Implement the strategies and actions set out in 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.&quot;</td>
<td>Text revised to include reference to Metro Vancouver Housing Corporation increasing the number of affordable housing units operated by them. The policy on managing units is included in the Regional Affordable Housing Strategy</td>
<td>58</td>
</tr>
<tr>
<td>City of Port Moody</td>
<td>General</td>
<td>Port Moody staff continue to work with Metro Vancouver to ensure that the remaining outstanding proposed changes to the regional land use concept map are reflected in the final Regional Growth Strategy.</td>
<td>Map changed accordingly.</td>
<td>59</td>
</tr>
<tr>
<td>City of Richmond</td>
<td>General</td>
<td>That the comments in Attachment 1 in the staff report from the General Manager, Planning and Development, dated September 30, 2010, regarding the September 3, 2010 version of the Regional Growth Strategy, be endorsed and forwarded to Metro Vancouver before their October 22, 2010 deadline.</td>
<td>Comment noted.</td>
<td>60</td>
</tr>
<tr>
<td>City of Richmond</td>
<td>General</td>
<td>Richmond City staff have reviewed the proposed RGS and find that it meets Richmond's objectives, namely: to participate co-operatively in effective regional planning, to preserve municipal autonomy, and to ensure effective city planning which flexibly complements regional planning. The Sept 2010 RGS: addresses Richmond's previous concerns, does not create any more concerns, retains Richmond's autonomy, maximizes the City's planning flexibility, promotes regional planning, and minimizes future Metro Vancouver Board approvals to amend the RGS and OCP / RCS.</td>
<td>Comment noted.</td>
<td>61</td>
</tr>
<tr>
<td>City of Surrey</td>
<td>General</td>
<td>The City Clerk forward a copy of the City of Surrey Report and the related Council resolution, including any additional comments from Council, to Metro Vancouver as input regarding the current draft RGS.</td>
<td>Comment noted.</td>
<td>62</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Surrey</td>
<td>General</td>
<td>The City of Surrey has previously expressed its support for the overall Vision, Goals, and supporting Strategies of the draft RGS. Surrey's concerns related to the land use designations shown in the current draft RGS, the degree of regulatory oversight by Metro Vancouver over local land use decisions and the complexities of implementation of the RGS have been substantially addressed in the September 3, 2010 draft RGS.</td>
<td>Comment noted.</td>
<td>63</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>General</td>
<td>Council acknowledge the significant progress achieved since Draft #2 of the RGS, resulting from a cooperative process involving leadership from municipal representatives working with Metro Vancouver and TransLink staff, to develop a more policy-based and less regulatory approach, and a clearer understanding of local and regional interests, in this important regional growth management strategy.</td>
<td>Comment noted.</td>
<td>64</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>General</td>
<td>Council support the Vision, Goals, Strategies and actions in Draft #3 of the RGS (September 3, 2010), subject to proposed revisions contained in the City of Vancouver report recommendations.</td>
<td>Comment noted.</td>
<td>65</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>2.2</td>
<td>With respect to the proposed system of regional land use regulation of employment lands – Council support the proposed approach in Draft #3 to designate areas of Vancouver as Industrial and Mixed Employment in recognition of the regional significance of these lands; and that Council support the proposed measures to exempt small scale changes to Industrial and Mixed Employment areas as well as change land use related to rapid transit stations from regional regulation, as described in the City of Vancouver report.</td>
<td>Comment noted.</td>
<td>66</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>1.2</td>
<td>With respect to the proposed system of regional guidance for Urban Centres and Frequent Transit Development Areas locations and uses – Council support the guidelines approach proposed in Draft #3 to enable municipalities to identify these regionally significant areas without regional regulation of their boundaries; and that Council request Metro to continue to work with staff on potential refinements to the RGS language to allow Mixed Employment areas to be included in Frequent Transit Development Areas, as described in the City of Vancouver report.</td>
<td>The RGS has been amended to clarify that Urban Centres and FTDAs may be overlaid on Mixed Employment as well. Boundaries for Urban Centres and FTDAs will not be included in the RGS, but within municipal regional context statements, with the ability for municipalities to amend them at anytime without any involvement of the Metro Vancouver Board.</td>
<td>67</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>5.1</td>
<td>With respect to the setting of rapid transit priorities in Draft #3 - Council support that the RGS should provide the framework to enable long-term growth in the region, while acknowledging that TransLink should determine detailed rapid transit priorities through future transit plans that are in alignment with the RGS and guided by input from rapid transit studies now underway; and that Council request City staff to continue to work with Metro and TransLink to further refine the language in the RGS to reflect this approach.</td>
<td>Transit investment priorities reflect the priorities for new transit service to support areas of significant growth.</td>
<td>68</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>F</td>
<td>With respect to the proposed implementation framework – Council support the overall approach which reflects a reasonable balance of regional and local interests, subject to further clarification of Metro's role in initiating amendments to regional land use designations; and that Council request Metro to add the formulation of additional implementation guidelines to the RGS implementation framework, as described in the City of Vancouver report.</td>
<td>The RGS has been amended to indicate that Metro Vancouver will prepare guidelines to assist with RGS implementation (see 6.15).</td>
<td>69</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>--------------</td>
<td>-----</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>General</td>
<td>Due to the extent of changes made between Draft #2 (November 2009) and Draft #3 (September 2010), Council request Metro staff to strive to ensure the public and all stakeholders fully understand the extent of the changes made and, to the degree possible, have the opportunity to discuss and comment on the changes made.</td>
<td>The new Sept 2010 draft RGS has been distributed to all stakeholders and publicized on the Metro Vancouver website, with an opportunity to comment by October 22 2010. There will be additional opportunities to comment at the public hearing for the RGS bylaw.</td>
<td>70</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>General</td>
<td>Council conveys appreciation to Metro for the work to develop a new RGS for a sustainable and livable region; and that this report and its recommendations be sent to the Chair of the Metro Board, to Metro’s Chief Administrative Officer, and to the other municipal councils and TransLink.</td>
<td>Comment noted.</td>
<td>71</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>General</td>
<td>Council endorse other minor proposed revisions to the Draft RGS as described in the City of Vancouver report.</td>
<td>Comment noted.</td>
<td>72</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>C</td>
<td>Linkages to Other Plans (p. 3); Recommendation: Reference to the 2008 Provincial Transit Plan should be included in this section.</td>
<td>Reference added to provincial transportation planning.</td>
<td>73</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>D</td>
<td>Map 2: Regional Land Use Designations (p. 9); Missing transportation reference; Issue: This map summarizing the RGS land use framework does not include reference to the transportation-related maps contained elsewhere in the RGS. Recommendation: Add to the notes on the map to provide a reference to the transportation maps in Appendix B.</td>
<td>Reference to map included in appropriate location in text.</td>
<td>74</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>1.2</td>
<td>Identifying future transit routes and stations 1.2.9 (p. 15); Issue: RGS text notes that the province and TransLink will work with municipalities on the planning of new or expanded Frequent Transit Network corridors and stations. However, there are also other stakeholders within the region to be included in this work. Recommendation: Replace current wording with “collaborate with municipalities and other stakeholders …”</td>
<td>Text changed accordingly.</td>
<td>75</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>3.2</td>
<td>Map 9: Regional Recreation Greenway Network (p. 36); Waterfront connection missing: Issue: For Vancouver, the map shows an incomplete regional greenway network concept. Recommendation: Expand the greenway network concept in Map 9 to include the entire Vancouver shoreline along the north side of the Fraser River North Arm.</td>
<td>Map changed accordingly.</td>
<td>76</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>3.3</td>
<td>The opportunity for Metro to play a supportive role in renewable energy infrastructure development in one additional aspect worth noting, as it was requested in previous Council reports and it remains absent from the new draft RGS. Articulating Metro Vancouver’s supporting role for development of district energy systems would be a valuable complement to Action 3.3.4, and set a direction for the collaboration approach needed to reduce regional GHG emissions.</td>
<td>Text reference added in section 3.3.2.</td>
<td>77</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>3.4</td>
<td>3.4 Adaptation to climate change (p. 40); Issue: Adaptation to climate change impacts is an important component of local government planning. However, local governments do not have the resources to do the analysis. Recommendation: Metro staff advise that they are working on regional climate change strategies including adaptation. Metro’s role should include a reference to their ongoing work on research and analysis of strategies for adaptation to climate change impacts.</td>
<td>Metro Vancouver action added</td>
<td>78</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>5.1</td>
<td>5.1.7 (a) Map Reference (p. 51); Recommendation: Add a reference to Map B.1 at the end of this section.</td>
<td>Text changed accordingly.</td>
<td>79</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-------------------</td>
<td>------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>5.1</td>
<td>5.1.7 (b) TransLink Actions Related to Rapid Transit Priorities (p. 51); Issue: Together with comments above regarding rapid transit priorities (5.1.2), new wording should be added to align regional transit planning with Provincial plans. Also, Metro should request TransLink to continue the detailed planning of the priority rapid transit projects identified in 5.1.2 so that these projects are in a position to proceed beyond the selection of preferred technology and routing stage, which is now under study. Recommendation: Suggested wording for 5.1.7 b) as follows: b) implement the Provincial Transit Plan in Metro Vancouver, including consideration of Metro Vancouver’s priorities for TransLink’s Frequent Transit Network as identified in section 5.1.2, and continued implementation of the detailed design and construction planning for the priority projects in section 5.1.2.</td>
<td>Transit investment priorities reflect the priorities for new transit service to support areas of significant growth. Will request TransLink to include this performance measure</td>
<td>80</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>5.1</td>
<td>5.1.7 (d) Regional parking policy; Recommendation: Add “regional parking policy” as an example of a transportation demand management strategy.</td>
<td>Text changed accordingly.</td>
<td>81</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>5.2</td>
<td>5.2.4 (a) Map Reference (p. 53); Recommendation: Add a reference to Map B.2 at the end of this section.</td>
<td>Text changed accordingly.</td>
<td>82</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>F</td>
<td>Who Can Initiate an Amendment: Draft #3 proposes that for a change to a land use designation (i.e. Industrial or Mixed Employment) or the Urban Containment Boundary location, such amendments can only be initiated by Metro Vancouver or the municipality in which the subject site is located (Draft #3 Section 6.4.1 p. 58).</td>
<td>The RGS has been amended to read that Metro Vancouver will consult with municipalities on any proposed amendments to land use that Metro Vancouver initiates. Regional Districts need to retain the ability to amend their own plan. Moreover, where a municipality did not support such an amendment, it could decline to make the corresponding change in the RCS, thus initiating a dispute. This reflects the &quot;checks and balance&quot; intent of the legislation.</td>
<td>83</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>F</td>
<td>Additional Guidelines: The proposed RGS is significantly more complex and regulatory than the previous LRSP (1996). To assist implementing the RGS, staff recommend addition of new wording in the Implementation section to require Metro to develop, in consultation with member municipalities and key stakeholders, a set of ‘implementation guidelines’. Suggestions for areas that would benefit from additional ‘guidelines’ include: RGS and RCS amendment guidelines, RCS preparation guidelines, and FTDA process and review guidelines.</td>
<td>The RGS has been amended to indicate that Metro Vancouver will prepare guidelines to assist with RGS implementation (see 6.15).</td>
<td>84</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>G</td>
<td>Performance Measure Goal 5 - Vehicle kilometres travelled (VKT) (p. 65); Issue: All references in Draft #3 to VKTs have been deleted. To assess transportation GHG emissions, VKT is a critical indicator – mode share could trend positively while GHG emissions rise if motorists on average start making longer trips. VKT is being proposed as a measure in the Greenest City Action Plan and was recognized as a key transportation indicator by the Regional Transportation Targets Working Group. If the City and region are to meet GHG targets, strategies to reduce VKT need to be identified and implemented. Recommendation: VKT reduction and monitoring should be identified as a strategy for consideration by TransLink, and added back into all sections referencing transportation monitoring, including identification as one of the key transportation performance measures.</td>
<td>TransLink in pursuing mode split targets will use VKT as a performance measure. However, fossil fuel use and mean distance of the journey to work trip are perhaps more relevant to the RGS.</td>
<td>85</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-------------------</td>
<td>------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>City of Vancouver</td>
<td>G</td>
<td>Performance Measure Goal 5 - Km of cycling Routes (p. 65); Recommendation: Add number of kilometres of cycling routes and lanes to Strategy 5.1 list of performance measures.</td>
<td>Difficult to measure on a regional scale due to different types of cycling facilities.</td>
<td>86</td>
</tr>
<tr>
<td>District of West</td>
<td>General</td>
<td>Council affirms that the District supports the September 3, 2010 Draft Metro Regional Growth Strategy and recommends adoption of the Strategy by the Metro Board.</td>
<td>Comment noted.</td>
<td>87</td>
</tr>
<tr>
<td>Vancouver</td>
<td></td>
<td></td>
<td>Comment noted.</td>
<td>88</td>
</tr>
<tr>
<td>District of West</td>
<td>General</td>
<td>Council direct staff to submit the letter to Metro on West Vancouver’s comments on the September 3, 2010 Draft Metro Regional Growth Strategy as outlined in the October 8, 2010 report from the Director of Planning, Lands and Permits entitled, “Comments on Draft Metro Regional Growth Strategy.”</td>
<td>Comment noted.</td>
<td>89</td>
</tr>
<tr>
<td>Vancouver</td>
<td></td>
<td>The Regional Growth Strategy is a significant policy document that will play a major role in shaping the growth of our region in the coming years. The District believes that the flexibility built into the current draft will enable the achievement of regional goals while accommodating unique local needs. The District supports the September 3, 2010 Draft RGS.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City of White</td>
<td>3.2</td>
<td>Advise Metro Vancouver that the City of White Rock is opposed to recent changes to the draft Regional Growth Strategy and requests further revisions specific to the changes to Strategy 3.2, as follows: The changes to Strategy 3.2 for the Regional Recreation Greenways Network which serve to remove clarity and responsibility for developing those components of the greenways network that do not yet exist. In this regard, the City requests that Strategy 3.2 be revised to restore the draft policies from the November 2009 release where it identified Metro Vancouver’s role “to coordinate and implement the development of the Regional Recreation Greenway Network through the Regional Parks function ...”.</td>
<td>Text changed to add reference to coordinate. Policies in RGS should not in any way constrain the ability of Metro Vancouver or member municipalities to develop recreational greenways.</td>
<td>90</td>
</tr>
<tr>
<td>Rock</td>
<td></td>
<td>Advise Metro Vancouver that the City of White Rock is opposed to recent changes to the draft Regional Growth Strategy and requests further revisions specific to the changes to Strategy 4.2, as follows: The changes to Strategy 4.2 respecting the identification of “local centres” and the lack of criteria to distinguish “local centres” from “town centres” wherein the unconstrained growth of “local centres” could adversely impact the planned function of town centres in direct contradiction to Strategy 1.2, specifically subsection b) ii) where “the role of municipalities is to focus growth and development in Urban Centres generally consistent with guidelines set out in Table 2.”. In this regard, the City requests additional criteria be added to Strategy 4.2 to require limits to the size and function of “local centres” to ensure they remain secondary to “town centres” and do not adversely impact the planned function of the “town centres”.</td>
<td>Text now indicates that Metro Vancouver will &quot;coordinate, develop and manage the Metro Vancouver Regional Recreation Greenway Network...&quot;</td>
<td>91</td>
</tr>
<tr>
<td>TransLink</td>
<td>5.1</td>
<td>Regarding transit priorities, a way to address transit priorities would be to identify in broader terms the Metro Vancouver Board’s perspectives for using investment in transit to help shape the growth of centres and the targeted pattern of growth, in particular for the rapidly growing communities south of the Fraser River, but also to provide appropriate transit and other transportation services to meet existing and anticipated demand in other parts of the region.</td>
<td>Transit investment priorities reflect the priorities for new transit service to support areas of significant growth. Will request TransLink to include this performance measure.</td>
<td>92</td>
</tr>
<tr>
<td>Organization</td>
<td>Sec.</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>---------------------</td>
<td>--------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>TransLink</td>
<td>F</td>
<td>Policies requiring TransLink written comments on Frequent Transit Development Area proposals be included in the final draft RGS.</td>
<td>Text changed accordingly to clarify that TransLink is requested to provide comments on proposed Frequent Transit Development Areas (see 6.2.2).</td>
<td>93</td>
</tr>
<tr>
<td>TransLink</td>
<td>F</td>
<td>The spatial limit on exemptions for sites of 3 ha or less proposed for re-designation from Mixed Employment or Industrial to General Urban be increased from 100m to 200m from bus or rail rapid transit stations.</td>
<td>The criteria has been changed to 150 metres. FTDAs will provide a process for planned intensification of key transit stations. Wording changed from rail rapid transit stations to rapid transit stations.</td>
<td>94</td>
</tr>
<tr>
<td>TransLink</td>
<td>5.1</td>
<td>Policy 5.1.7 be amended as follows: to delete part (b) which suggests that TransLink's role is to implement the specific FTN priorities identified in the RGS.</td>
<td>Text has been revised but RGS has a legislated role in TransLink's planning.</td>
<td>95</td>
</tr>
<tr>
<td>TransLink</td>
<td>3.2</td>
<td>Policy 3.2.8 be amended to request TransLink to consult with Metro Vancouver on implementation of the regional cycling network.</td>
<td>Wording adjusted asking that TransLink coordinate their development of the regional cycling network with the Greenway network.</td>
<td>96</td>
</tr>
<tr>
<td>TransLink</td>
<td>F</td>
<td>Policy 6.2 be amended to indicate that Metro Vancouver will refer to TransLink for written commentary those Regional Context Statements which propose policies, designations or actions that would impact the regional transportation system or significantly affect the demand for regional transportation services.</td>
<td>As provided in section 6.4.2 TransLink will receive all proposed amendments to the RGS for comment as an affected local government. In section 6.6 the wording has been amended to show that TransLink will also receive RCS amendments that would impact the regional transportation system or significantly affect the demand for regional transportation services.</td>
<td>97</td>
</tr>
<tr>
<td>FVRD</td>
<td>General</td>
<td>That a letter be sent to Metro Vancouver thanking them for the referral and notifying them that the FVRD has reviewed and commented on the RGS on several occasions and look forward to considering the statutory referral in late 2010.</td>
<td>Comment noted.</td>
<td>98</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td>------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Agricultural Land</td>
<td>1.3</td>
<td>Within the Rural policies, would prefer wording which requires that regional context statements identify policies which support agriculture within the ALR and support agricultural uses outside the ALR, where appropriate.</td>
<td>The RGS has been changed to incorporate wording similar to what has been suggested.</td>
<td></td>
</tr>
<tr>
<td>Commission</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Land</td>
<td>Implementation</td>
<td>The Commission would also prefer that Type 2 amendments from the Rural land use designation be limited to lands which at the time of amendment are not within the ALR or which the Commission has approved or agreed in principle for exclusion from the ALR.</td>
<td>Note the addition of section 2.3.4 which notes the Agricultural or Rural designations will not be amended if the site is still part of the ALR.</td>
<td></td>
</tr>
<tr>
<td>Commission</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Land</td>
<td>Mapping</td>
<td>The Urban Containment Boundary encroaches into the Agricultural Land Reserve in areas around Aldergrove in the Township of Langley, and in an area bounded by Westminster Highway, Garden City Road, Alderbridge Way and Shell Road in Richmond. If the Board wishes to request the Commission enact an order consenting to all or part of the otherwise inconsistent provisions, that request should reflect an understanding of the associated agricultural implications. If the Board adopts the RGS with these inconsistencies to the Agricultural Land Commission Act, the bylaw has no force or effect on those lands.</td>
<td>Note section 6.11.2 which acknowledges the requirements of the Agricultural Land Commission Act.</td>
<td></td>
</tr>
<tr>
<td>Commission</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Agricultural Land</td>
<td>Special</td>
<td>Seven of the Special Study Areas are located within the ALR. The Special Study Areas are not inconsistent with the ALC Act per se as they do not designate agricultural land for a use other than agriculture. Provided the RGS procedures require the Commission be consulted and offered an opportunity to participate in the special study, and that any regional growth strategy amendment resulting from a special study does not proceed unless the Commission has first consented to that amendment as it affects the ALR, the Commission has no objection to the depiction of these Areas.</td>
<td>The RGS has been changed to clarify that for any amendment of a Special Study Area with an underlying Agricultural designation, the ALC will be provided an opportunity to comment on the proposal. Also note section 2.3.4 which notes the Board will not amend the Agricultural land use designation of a site if it is still in the ALR. The Implementation section referring to Special Study Areas has been changed to request municipalities consult with the ALC when undertaking the studies within these areas.</td>
<td></td>
</tr>
<tr>
<td>Commission</td>
<td>Study Areas</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alma Mater Society</td>
<td>5.1</td>
<td>We are very concerned that the Regional Growth Strategy recommendations related to transit undermine existing commitments to build and prioritize rapid transit down the Broadway corridor to UBC. We respect the need for effective transit south of the Fraser River. However, we ask that you identify the UBC line as an equally urgent priority.</td>
<td>The RGS does not preclude future expansion of rapid transit to UBC; it prioritizes transit investment in order to align with projected growth. The RGS has been changed to recognize that transit studies are underway.</td>
<td></td>
</tr>
<tr>
<td>UBC</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BC Agriculture</td>
<td>Goal 2</td>
<td>Council does not support the emphasis on food production as farmers need choice.</td>
<td>The RGS does not prevent non-food production on agricultural land.</td>
<td></td>
</tr>
<tr>
<td>Council</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BC Agriculture</td>
<td>Section G</td>
<td>The Council does not support the limitation of performance measure 3 of active food production - it should include food and other agricultural production.</td>
<td>Comment noted.</td>
<td></td>
</tr>
<tr>
<td>Council</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BC Assessment</td>
<td>General</td>
<td>The RGS land use designations are very broad, and it is more likely local Official Community Plans and zoning decisions will have a much greater impact on property values.</td>
<td>Comment noted.</td>
<td></td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>---------------------</td>
<td>--------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Fraser Health</td>
<td>Performance Measure</td>
<td>Suggest incorporating the Early Development Index as a key performance measure which recognizes the impact built environments have on supportive environments for families of all incomes and opportunities to walk, play and socialize for children, all of which impact on childhood development.</td>
<td>Would like to investigate additional performance measures with Fraser Health. More research would be required before inclusion in the Regional Growth Strategy. This particular measure may be more appropriate for Metro Vancouver's Sustainability Indicators Report.</td>
<td>9</td>
</tr>
<tr>
<td>Fraser Health</td>
<td>Performance Measure</td>
<td>Suggest incorporating measures of noise exposure to monitor one of the potential negative effects of densification.</td>
<td>Would like to investigate additional performance measures with Fraser Health. More research would be required before inclusion in the Regional Growth Strategy. This particular measure may be more appropriate for Metro Vancouver's Sustainability Indicators Report.</td>
<td>10</td>
</tr>
<tr>
<td>Fraser Health</td>
<td>Performance Measure</td>
<td>There is still an under-recognition within the performance and monitoring sections and the document overall of the negative impacts of developing on green fields, even when this development is within the urban containment boundary.</td>
<td>Performance measures will monitor growth occurring within established urban areas, and therefore also in greenfield locations (see Performance Measure for Strategy 1.1, #4).</td>
<td>11</td>
</tr>
<tr>
<td>Integrated Land Management Bureau</td>
<td>General</td>
<td>The Bureau appreciates Metro Vancouver’s consideration of previous comments, and supports the efforts of local governments through the Metro Vancouver RGS to craft a mutually shared vision and framework for addressing the many challenges associated with development and growth in the region.</td>
<td>Comment noted.</td>
<td>12</td>
</tr>
<tr>
<td>Ladner Reach Properties</td>
<td>Mapping</td>
<td>The creation of an Urban Growth Boundary and the tying of sewer services to it, conflicts with already established plans; the portion of the area of Riverside Area Plan west of Church Street is largely industrial and designated as such in the Plan. Designation is supported by industrial zoning (fishing industrial, river industrial). Request that Delta defer the sewer issue back to Metro Vancouver and request a revision to the Plan that either: 1. Puts this area, now outside the Urban Growth Boundary, inside the GVRD sewer area, or 2. Designate the area as industrial, or 3. Designate the area as a special study area, which will delay the decision on the sewer benefiting the area until it can be further reviewed.</td>
<td>Designation has been changed to Industrial, as per direction from Delta</td>
<td>13</td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>1.2</td>
<td>The ministry also continues to support the development of urban centres over the long term which is in line with Metro Vancouver's commitment to a compact region. There is an intrinsic relationship among urban centres, transit, employment and greenhouse gas reductions. These relationships need to be strengthened in order for the region and the Province to realize changes to the build environment that will result in meaningful greenhouse gas reductions.</td>
<td>Comment noted.</td>
<td>14</td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>2.2</td>
<td>Industrial land is of key importance to the Province. The Ministry appreciates Metro Vancouver's efforts to preserve the supply of industrial land in the region. Much work needs to be done to not only preserve such lands but to also expand the supply in order to meet the goals associated with the Pacific Gateway Strategy.</td>
<td>Metro Vancouver actions include investigating ways to intensify industrial development on industrial lands.</td>
<td>15</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td></td>
</tr>
<tr>
<td>------------------------------------</td>
<td>------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------</td>
<td></td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>3.3</td>
<td>On May 31, 2011, all RGSs will be legally required to include greenhouse gas reduction targets, actions, and policies. While the draft RGS has adopted the provincial targets, the associated actions and policies are not explicitly identified in the document. It may seem evident as to which actions and policies contribute to the regional targets and it would be helpful if they were clearly identified to demonstrate compliance with the legislation.</td>
<td>Strategy 3.3.1 has been changed to make a reference to diagram that shows strategies and actions</td>
<td></td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>3.3</td>
<td>The Ministry would like to reinforce its support of local and regional initiatives that encourage climate change mitigation and adaptation and recognizes Metro Vancouver's response to the issue.</td>
<td>Comment noted.</td>
<td></td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>4.1</td>
<td>The draft RGS strategy on diverse affordable housing choices is in alignment with the September 2009 Throne speech and this year's UBCM convention session on Making Home Ownership Affordable in BC. The Ministry expresses its interest in working with Metro Vancouver on that strategy once the RGS moves into the implementation phase.</td>
<td>Metro Vancouver looks forward to the opportunity to work with the province and its ministries on strategies to improve housing affordability.</td>
<td></td>
</tr>
<tr>
<td>Ministry of Community and Rural Development</td>
<td>Implementation</td>
<td>Once the draft RGS is adopted, the Ministry would be interested in working with Metro Vancouver on its implementation as the RGS will be a guide for future actions, on the part of all levels of government, toward realizing a sustainable region. In that regard, the Ministry will be interested in how the regional context statements are written, particularly in terms of how they address such issues as the contribution of post-secondary institutions to the economic development of a community, including employment and transportation options; and, focussing growth around, and supporting the planned function, or urban centres and frequent transit development areas.</td>
<td>Metro Vancouver looks forward to the opportunity to work with the province and its ministries on the implementation of the RGS</td>
<td></td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>1.2</td>
<td>The strategy could be strengthened by cross-referencing some of the more progressive aspects of Industrial area policies, including Strategy 2.2.4(d).</td>
<td>Comment noted.</td>
<td></td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.1</td>
<td>The strategy narrowly focuses on the impacts of land use and development on conservation and recreation areas, and does not consider the potential impacts of climate change and natural hazards on these ecosystem services. Consideration should be given as to how Metro Vancouver and member municipalities will ensure coastal conservation and recreation zones can be protected.</td>
<td>Comment noted.</td>
<td></td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.3</td>
<td>This is the central Strategy referencing greenhouse gas emission. The RGS could specifically reference the targets, policies and actions identified in the Local Government Act, and should make specific cross-reference to goals 1, 4 and 5. There should also be a specific link to Figure 2 &quot;How Land Use and Transportation Strategies Contribute to Climate Actions&quot; in the text.</td>
<td>Strategy 3.3.1 has been changed to make a reference to diagram that shows strategies and actions</td>
<td></td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>Flooding - the RGS should identify areas where flooding will be a concern and then put in place appropriate policies to manage planning for these areas.</td>
<td>Work on identifying flood hazard areas needs to be done in consultation with municipalities and the province. The RGS requests senior levels of government to support regional and municipal efforts in this regard. Note that introductory text for Goal 3 has been changed to address some of the comments made by the Ministry.</td>
<td></td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>------------------------------</td>
<td>---------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>Metro Vancouver and its municipalities should work towards incorporating more of our original recommendations from May 2009 on flood hazard risks into processes or policies.</td>
<td>Metro Vancouver would like to work with the appropriate partners on flood hazard management. The RGS addresses the issue, but detailed planning for flood hazard risks is beyond the scope of the document.</td>
<td>24</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>Upgrading flood protection infrastructure (dikes, internal drainage systems, etc.) and implementing floodproofing measures to protect the at-risk coastal communities from climate change impacts will involve significant new funding challenges that will also involve the purchase of land to accommodate larger dikes, or in a strategy referred to as &quot;managed retreat,&quot; to relocate dikes to combat sea level rise. Metro Vancouver and its member municipalities should be adopting pro-active policies in this regards.</td>
<td>Metro Vancouver would like to investigate this further with appropriate partners as part of implementation of the Regional Growth Strategy.</td>
<td>25</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>Under the &quot;Actions request of other levels of governments and agencies&quot;, it might be appropriate to identify the opportunity for Metro Vancouver to work with TransLink, the Province and other partners in coordinating climate change education and awareness information for their public.</td>
<td>As part of the Sustainable Region Initiative, Metro Vancouver supports education and awareness on climate change with other partners, and wishes to continue to work with the province on this issue.</td>
<td>26</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>The RGS has missed opportunities to incorporate the impacts of climate change and greenhouse gas emissions reductions into other policy areas, such as the location of Urban Centre development within floodplains.</td>
<td>Strategies 3.4.3 and 3.4.4. encourage settlement patterns that minimize risks associated with climate change and natural hazards risks.</td>
<td>27</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4</td>
<td>There are no performance measures for Goal 3.4. Some simple ones to include would be the number of municipalities that have adopted regional context statements consistent with actions 3.4.4 or the number of municipalities that include climate change in their planning.</td>
<td>Comment noted. Metro Vancouver wishes to work with partners to develop appropriate performance measures for Strategy 3.4.</td>
<td>28</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>3.4.5</td>
<td>Suggest the wording &quot;Consider incorporating . . . &quot; be strengthened to include a more active commitment, such as &quot;adopt policies incorporating climate change and natural hazard risk assessments into the planning, location, design and operation of municipal infrastructure.&quot;</td>
<td>Comment noted.</td>
<td>29</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>4.2.4(f)</td>
<td>Either as an addition to 4.2.4(f) or a new sub-point, &quot;when planning new communities, infrastructure and transportation systems&quot;, it is important to 'assess the degree to which they complement larger scale planning and interconnectedness with established communities and with the Region's established transportation corridors.'</td>
<td>Municipalities consider this in developing their municipal Official Community Plans. The location of Local Centres is at the discretion of municipalities.</td>
<td>30</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>4.2.4(f)</td>
<td>Suggest replacing &quot;to transit&quot; at the end of 4.2.4(h) with &quot;. . .good access to an emerging network of pedestrian, cycling and transit connections to all other Metro Vancouver neighbourhoods.&quot; In addition to rationalizing complete, denser communities, facility clustering that arises from complete communities also rationalizes significant energy efficiently opportunities, including neighbourhood district energy systems.</td>
<td>Good pedestrian, cycling and transit-friendly urban form is encouraged for the General Urban area, of which Local Centres form a part. Also, 4.2.4(a) has addressed this concept.</td>
<td>31</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>Goal 3</td>
<td>The RGS does a good job of identifying measures to manage and protect Conservation and Recreation Areas; however, there are few, if any statements which enable general conservation measures to protect ecological goods and services outside these areas. Mention of measures such as tree planting and policy development to enhance urban forests, rainwater harvesting for gardens, requirements for permeable surfaces for replacement and new constructions, green roofs and community gardens.</td>
<td>The objective of Strategy 3.2 is to protect and enhance natural features, both within and outside of the Conservation and Recreation areas. Although specific measures suggested by the Ministry have not been included, policies 3.2.2 (b), 3.2.4, 3.2.6 and 3.2.7 direct Metro Vancouver and municipalities to indicate how ecological areas and features will be managed, protected, or restored.</td>
<td>32</td>
</tr>
<tr>
<td>Ministry of Environment</td>
<td>Section C</td>
<td>Section C: Challenges and Responses - Responding to Climate Change Impacts and Natural Hazard Risks - the scope and wording of the goal is problematic in that not only does natural hazard risks play a relatively small role, but also that the nature of climate change, both mitigation and impacts, cross-cuts substantively with each of the other RGS goals.</td>
<td>Text has been changed to recognize how natural hazard risks crosses other RGS goals.</td>
<td>33</td>
</tr>
<tr>
<td>Ministry of Healthy Living and Sport</td>
<td>Goal 4</td>
<td>The Ministry is pleased that the draft Strategy incorporates comments around &quot;universally accessible community design&quot; and the need for ongoing collaboration between Metro Vancouver and regional health authorities on healthy living and land use issues.</td>
<td>Comment noted.</td>
<td>34</td>
</tr>
<tr>
<td>Musqueam Indian Band</td>
<td>5.1</td>
<td>We are concerned that some of the most recent revisions in this latest draft RGS adversely affect our lands, particularly those located in close proximity to UBC.</td>
<td>No changes have been made that will adversely affect Musqueam lands. The economic generator role of universities, and particularly UBC, has now been included in Goal 2 and the location of universities are shown on Map 11.</td>
<td>35</td>
</tr>
<tr>
<td>Musqueam Indian Band</td>
<td>5.1</td>
<td>Without this important transit link, not only will UBC not be able to achieve its goals from a transit perspective but our lands will develop over a longer period due to the delayed service to UBC.</td>
<td>UBC is recognized as an important transportation destination. The RGS allows for rapid transit expansion to UBC provided that this investment does not delay or compromise other regional priorities.</td>
<td>36</td>
</tr>
<tr>
<td>Musqueam Indian Band</td>
<td>5.1</td>
<td>It is our belief that as a result of UBC not being identified in such a way as to warrant the important role it plays in the regional economy, traffic will still remain as a concern along the southwest Marine Drive corridor, which currently passes our lands along the south edge of UBC.</td>
<td>The economic generator role of universities, and particularly UBC, has now been included in Goal 2 and the location of universities are shown on Map 11.</td>
<td>37</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>Concerned that the timeline for public input on this draft is not adequate and request that the process for public comments be extended in order to allow for us to advise our network of groups across the City. Substantial concerns require further revision of the present draft. After such revisions, another draft should be circulated for comment before referral to public hearing and ratification.</td>
<td>Metro Vancouver staff offered to meet with group to discuss the draft RGS, but group indicated they were working on other community issues and could not meet on RGS at this time.</td>
<td>38</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>Do not believe there is community support for the transfer of authority or influence over land use planning within the City of Vancouver to senior levels of government, other than for protection of green zones and industrial land to prevent sprawl. The proposed changes in the September Draft #3 of the Regional Growth Strategy do not address these previous concerns.</td>
<td>The draft RGS has been revised to clarify items of regional significance and those that are local, resulting in fewer items being reviewed by the Metro Vancouver Board compared to previous drafts.</td>
<td>39</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>--------------</td>
<td>------</td>
<td>---------------------</td>
<td>--------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>Goal 3</td>
<td>The new draft is even weaker than the previous draft with regard to the region's most important roles: protection of green zones and prevention of urban sprawl.</td>
<td>The current draft continues to require a two-thirds majority vote of the Board plus public hearing for any proposed amendments to the Conservation and Recreation area or the Urban Containment Boundary.</td>
<td>40</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>The new draft continues to propose unsupportable levels of regional control over municipal Official Community Plans and municipal planning processes for development. This undermines the neighbourhood based local area planning which we support.</td>
<td>The draft RGS has been revised to clarify items of regional significance and those that are local, resulting in fewer items being reviewed by the Metro Vancouver Board compared to previous drafts.</td>
<td>41</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>The new draft continues to allow TransLink to exert a heavy influence over land-use decisions in Metro Vancouver through its say in Metro Vancouver's Regional Growth Strategy and Regional Context Statements, and its role in the development of Frequent Transit Development Areas or Corridors.</td>
<td>The province has provided TransLink with authority to accept or not accept the Regional Growth Strategy, as is the case with other affected local governments. The RGS does not expand TransLink's role beyond provincial legislation and defines TransLink's involvement on FTDAs to requesting comments on proposed amendments.</td>
<td>42</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>TransLink's provincial mandate to use real estate development as a source of funding based on the Hong Kong model is a systemic conflict of interest with TransLink's influence in land use policy.</td>
<td>Comment noted.</td>
<td>43</td>
</tr>
<tr>
<td>Neighbourhoods for a Sustainable Vancouver</td>
<td>General</td>
<td>The new draft has removed the glossary with definitions and instead refers to the [Local Government Act]. Since the Act is under the control of the Provincial government, it could allow changes to definitions of the RGS without requirement of amendments to the RGS.</td>
<td>Section 6.14.2 was included to avoid confusion between the Local Government Act and this document. These do not replace the glossary but refer only to terms defined in the Local Government Act.</td>
<td>44</td>
</tr>
<tr>
<td>PCI Group</td>
<td>Implementation</td>
<td>Metro Board unanimity seems to be required in order to approve Municipal Regional Context Statements.</td>
<td>Regional Context Statements are presented to the Metro Vancouver for acceptance. Acceptance of a Regional Context Statement requires only a simple majority of votes.</td>
<td>45</td>
</tr>
<tr>
<td>PCI Group</td>
<td>General</td>
<td>Is there a risk that Metro Vancouver may demand a community amenity contributions similar to the municipal rezoning process?</td>
<td>The Metro Vancouver RGS changed process does not include any reference for regional type community amenity contributions.</td>
<td>46</td>
</tr>
<tr>
<td>PCI Group</td>
<td>Implementation</td>
<td>The municipal processes for rezoning are already complex and often lengthy. Adding an additional layer (re-designation) toward the rezoning of a parcel of land could seriously impact the development process by creating consideration lag times and further delaying in project approval timelines. Need to reflect the importance of maintaining adequate local flexibility and control over specific sites.</td>
<td>The RGS allows for adequate flexibility at the local level for municipalities to process development applications. When a regional land use designation change is required, the process is outlined in the RGS.</td>
<td>47</td>
</tr>
<tr>
<td>PCI Group</td>
<td>1.2</td>
<td>Where there are existing transit lines, and particularly land in proximity to stations, we believe that transit precedence must take priority. Need for flexibility in land use designations around transit stations.</td>
<td>There has been considerable flexibility introduced to allow for changes in land use designations around transit stations without a need for a Board vote.</td>
<td>48</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>----------------------------</td>
<td>------</td>
<td>--------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Port Metro Vancouver</td>
<td>1.2</td>
<td>Supportive of policies to protect existing industrial land in FTDAs and Urban Centres</td>
<td>Comment noted.</td>
<td>49</td>
</tr>
<tr>
<td></td>
<td>1.2</td>
<td>Support policies under 1.2.6 (e), (f)(i) to protect industrial lands but are concerned about the conflict with policies under 6.2 that allow for re-designation of industrial land</td>
<td>This reflects the balance that was struck between regional and local interests.</td>
<td>50</td>
</tr>
<tr>
<td>Port Metro Vancouver</td>
<td>2.1</td>
<td>Policy 2.1.7 continues to restrict industrial uses to existing Industrial and Mixed Employment areas and limits port expansion and does not provide for the expansion of those areas.</td>
<td>It is possible to amend RGS land use designations to Industrial.</td>
<td>51</td>
</tr>
<tr>
<td></td>
<td>Implan-</td>
<td>Would like to see the conversion of Industrial or Mixed Employment land use designations be a Type 2 minor amendment instead of the current Type 3 minor amendment</td>
<td>Proposed amendment process and level provides for balance between regional strategy objectives and municipal interests.</td>
<td>52</td>
</tr>
<tr>
<td></td>
<td>tation</td>
<td></td>
<td>RGS notes private sector role in section 3.3.2. Also, section 3.3.8 has been changed to include reference to the private sector in energy efficiency, conservation and low carbon energy solutions.</td>
<td>53</td>
</tr>
<tr>
<td>Terasen Gas</td>
<td>3.3</td>
<td>Energy use, energy efficiently and conservation and renewable and low carbon energy solutions are entwined throughout the goals and strategic roles identified for Metro Vancouver and municipalities. Private sector business has a great deal of the experience, skills, tools and infrastructure to bring innovative energy solutions to communities in order to achieve the goals set out in the draft. We continue to recommend that the document recognize the important role that private industry can play in helping to implement your Regional Growth Strategy.</td>
<td></td>
<td>54</td>
</tr>
<tr>
<td>Terasen Gas</td>
<td>2.3</td>
<td>Terasen notes numerous strategic goals designed to protect agricultural land. . . . however, the draft does not fully recognize the value of on-farm energy production from agricultural and food wastes as a potential resource for assisting with agricultural waste management practices, the generation of supportive and sustainable farm income and the production of renewable fuel for homes, businesses and communities in the region. We recommend that your strategy include identifying ways that renewable energy production associated with farm and food waste be encouraged on agricultural land and/or providing improved access to industrial land in close proximity to agriculture for this purpose</td>
<td>Important linkage between agricultural land base, waste and energy production; this comment will be referred to Metro Vancouver's Integrated Solid Waste and Resource Management Plan, and to the draft Regional Food Systems Strategy.</td>
<td>55</td>
</tr>
<tr>
<td>Terasen Gas</td>
<td>5.2</td>
<td>In addition to reducing the amount of travel required through the design of communities, transit and personal modes of transportation, your document recognizes that the efficient movement of goods and people throughout Metro Vancouver and neighbouring regions will continue to be an important focus of your strategy. While electricity can power short trip vehicles and some mass transit applications, true and complete renewable solutions do not yet exist for many long haul and heavy duty transportation needs. We continue to recommend that your strategy recognize the role of low carbon fuels (based on life cycle emissions) such as natural gas to replace conventional gasoline and diesel in reducing emissions from the transportation sector within the region.</td>
<td>Section 3.3.8(b) reads “advance stringent standards for on-road vehicle emissions and fuel carbon content.” Also, advancing use of low carbon fuels may also be better articulated in TransLink and the province’s strategic transportation plans.</td>
<td>56</td>
</tr>
<tr>
<td>University of British Co-</td>
<td>5.1</td>
<td>Amend the RGS to retain the UBC Line in its entirety as one of the priorities for rapid transit expansion in the Metro Vancouver region and allow the technical studies being done by TransLink and the provincial government along with business case analysis and other factors to determine the phasing of investment in rapid transit expansion. The Rapid Transit priorities in the proposed GVRD bylaw would constrain TransLink’s ability to expand Rapid Transit on the evidence-based decision-making process that will follow the current corridor studies.</td>
<td>The RGS does not preclude future expansion of rapid transit to UBC, it prioritizes transit investment in order to align with projected growth. The RGS has been changed to recognize that transit studies are underway.</td>
<td>57</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>----------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>University of British Columbia</td>
<td>Mapping</td>
<td>The UBC campus is an important centre in the region - an economic generator, a significant employment centre and a growing sustainable community. The Board of Governors requests that the RGS Map 4 be amended to recognize the significance of the UBC campus as a significant centre of employment and housing in the region. UBC should be identified either as a special activity centre or as a regional centre.</td>
<td>The economic generator role of universities has now been included in Goal 2. Map 11 shows location of universities and hospitals</td>
<td>57</td>
</tr>
<tr>
<td>University Neighbourhood Association</td>
<td>5.1</td>
<td>In the view of the UNA a rapid transit line to UBC along the Broadway corridor makes the most sense as far as facilitating access to University Town is concerned.</td>
<td>The RGS does not preclude future expansion of rapid transit to UBC, it prioritizes transit investment in order to align with projected growth. The RGS has been changed to recognize that transit studies are underway.</td>
<td>58</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>1.2</td>
<td>UDI recommends that the land use designation of lands in proximity to SkyTrain stations be General Urban / FTDA.</td>
<td>RGS land use designations have been determined in consultation with municipalities. Municipalities will be considering designations around SkyTrain stations when they review their Official Community Plans or area plans, in consultation with others and may request changes to their RCS or amendments to the RGS at that time. Note also municipal flexibility provided in 6.2.7 to allow minor boundary adjustments around rapid transit stations.</td>
<td>59</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>1.2</td>
<td>UDI recommends that the RGS provide that Metro Vancouver and its member municipalities work with UDI, stakeholders and the Province to establish &quot;TransLink Municipal Agreements&quot; or other equivalent tools to encourage densification along transit lines.</td>
<td>The RGS supports the UDI approach in principle, and encourages densification along transit. The FTDA overlay is intended to support growth along transit lines, and by requesting FTDAs, municipalities will be indicating commitments to increased growth in those locations. &quot;TransLink Municipal Agreements&quot; seem to be tools that would support FTDAs, and in would likely be agreed upon between municipalities and TransLink.</td>
<td>60</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>6.4.1</td>
<td>UDI recommends that the RGS be revised to limit Metro's ability to initiate changes to land use designations and boundaries (section 6.4.1) and that Metro work with the industry prior to RGS approval to establish the principles that will apply to Metro's processes, including, in particular, proposed changes to land use designations and boundaries.</td>
<td>Section 6.4.1 has been changed to state that amendments will only be initiated by Metro Vancouver in consultation with the local municipality including the opportunity to formally comment. Metro Vancouver must retain the ability to amend its own RGS.</td>
<td>61</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>6.7.3</td>
<td>UDI recommends that Section 6.7.3 be amended, so as to be clear that the RGS is not taking a position regarding ALR exclusion applications.</td>
<td>The RGS does not take a position on the exclusion of lands from the ALR, but states that changes to the RGS Agricultural or Rural designations will not be considered if the land remains within the ALR (see 2.3.4)</td>
<td>62</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>General</td>
<td>UDI is pleased that previous advice has largely been reflected in the draft RGS and that Metro has:</td>
<td>Comment noted.</td>
<td>63</td>
</tr>
<tr>
<td></td>
<td>Mapping</td>
<td>UDI recommends that the RGS be clear that Metro will work cooperatively with municipalities in the fine tuning process, while also stating that the boundaries on the RGS parcel based maps are for planning purposes only, and are to be revised and updated from time to time to reflect the changes provided for in each municipality's Regional Context Statement.</td>
<td>6.3.4(h) references updating the RGS to include mapping from accepted RCSs. The RGS policies for RCSs to identify land use designations generally consistent with the RGS addresses UDI's comment.</td>
<td>64</td>
</tr>
<tr>
<td>Urban Development Institute</td>
<td>Table 3</td>
<td>UDI recommends that the top row of Table 3 be amended to remove reference to &quot;Legislative requirements&quot; as this is beyond the purview of Metro.</td>
<td>&quot;Legislative requirements&quot; has been removed.</td>
<td>65</td>
</tr>
<tr>
<td>Vancouver Airport Authority</td>
<td>2.3</td>
<td>We note that the RGS map provides for agricultural and conservation uses on the north side of Sea Island, outside the Authority’s demised premises. We cannot support agriculture in such close proximity of YVR because it tends to attract birds which are a hazard to aviation.</td>
<td>The lands on the north side of Sea Island have been changed to Conservation and Recreation.</td>
<td>66</td>
</tr>
<tr>
<td>Vancouver Airport Authority</td>
<td>2.1</td>
<td>The RGS should contain wording that it’s important that the potential economic contributions of gateway installations such as YVR are not compromised by incompatible, adjacent land uses.</td>
<td>Strategies 2.1.3 and 2.1.4 support economic activity for airports.</td>
<td>67</td>
</tr>
<tr>
<td>Vancouver Airport Authority</td>
<td>5.1</td>
<td>For network completeness, to build on the success of the Canada Line and to ensure that the regionally and provincially significant Central Broadway area is optimally connected to the regional rail rapid transit network, we support the RGS in recommending that extending the Millennium Line west to Central Broadway should be one of the region’s rapid transit priorities, regardless of what option is ultimately adopted for the UBC Line.</td>
<td>Comment noted.</td>
<td>68</td>
</tr>
<tr>
<td>Vancouver Area Cycling Coalition</td>
<td>5.1</td>
<td>We would encourage a higher profile to cycling in the RGS. There is a lot of attention paid to Transit and Roadways. For example, much is said about TransLink's Frequent Transit Network and Major Roads Network but there is scant mention of the importance of a complete, safe and efficient regional cycling network.</td>
<td>Cycling noted in Strategy 5.1 as well as elsewhere in the document.</td>
<td>69</td>
</tr>
<tr>
<td>Vancouver Area Cycling Coalition</td>
<td>F</td>
<td>Recommend changes / additions to the performance measures to better reference walking and cycling distances and opportunities.</td>
<td>Comment noted</td>
<td>70</td>
</tr>
<tr>
<td>Vancouver Coastal Health</td>
<td>2.3</td>
<td>VCH has a food security mandate and is concerned about food production and support of the ALR. Suggest that the mapping in the RGS be clarified to show areas where the land use designations differ from the ALR.</td>
<td>A separate reference map (not part of the RGS) showing the ALR and regional land use designations will be created.</td>
<td>71</td>
</tr>
<tr>
<td>Organization</td>
<td>Goal</td>
<td>Comments / Requests</td>
<td>Metro Vancouver Response</td>
<td>No.</td>
</tr>
<tr>
<td>------------------------------------</td>
<td>---------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Vancouver Coastal Health</td>
<td>Goal 4</td>
<td>VCH appreciates the links between health and community design that have been added and strengthened to the RGS. Also note policies requesting health authorities to locate and fund facilities in Urban Centres and areas with good transit access and this aligns with VCH objectives for facilities location.</td>
<td>Comment noted.</td>
<td>72</td>
</tr>
<tr>
<td>Vancouver Coastal Health</td>
<td>Implementation</td>
<td>VCH looks forward to continued relationship with Metro and municipalities, and offers to work on specific implementation items such as review of proposed RGS amendments, the development of healthy impact assessment tools, and to work with municipalities on development of healthy community strategies within municipal policies</td>
<td>Metro Vancouver looks forward to the opportunity to work with health authorities on the implementation of the RGS</td>
<td>73</td>
</tr>
<tr>
<td>Vancouver Coastal Health</td>
<td>Map 2</td>
<td>Concerned with: the designation of a significant proportion of ALR in Urban and Industrial designations; rural land uses in ALR lands that include multiple uses (including residential) that may hamper future agricultural use; and minor amendment process that is proposed for Special Study Areas that mostly include ALR lands.</td>
<td>Although not all agricultural land use designations are aligned with the ALR, the RGS provides stronger protection of agriculture lands generally, contains a policy that the Agricultural and Rural designations with ALR land will not be amended unless excluded from the ALR, and recognizes the ALC Act and regulations take precedence over regional land use designations on ALR lands.</td>
<td>74</td>
</tr>
<tr>
<td>Vancouver Economic Development Commission</td>
<td>Special Activity Areas</td>
<td>In previous drafts, major educational institutions were identified as Special Activity Areas, along with ports and airports. The recent draft removes Special Activity Areas. Strengthening intellectual, transportation and other linkages between major post-secondary campuses and major commercial centres into the region would make a strong long term contribution to both the productivity of the regional economy and the success of post-secondary education in the region. VEDC requests that the RGS be amended to recognize the important and growing role of major post-secondary campuses (especially with respect to UBC) and to bolster linkages of all types between post-secondary institutions and key commercial areas.</td>
<td>The economic generator role of universities has now been included in Goal 2. Map 11 shows location of universities and hospitals.</td>
<td>75</td>
</tr>
</tbody>
</table>
Public Submissions on September 2010 Draft Regional Growth Strategy

<table>
<thead>
<tr>
<th>#</th>
<th>Goal</th>
<th>Comment</th>
<th>Metro Vancouver Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
<td>Do not agree with the changes made to the boundaries of the General Urban designation which have been made to Map 2 in Coquitlam. All the parks and green spaces which have had their land designations changed to General Urban in the latest draft of the Regional Land Use Designation Map 2 should be protected from development. These lands should appear as green and protected as they are the basis of our healthy communities. The designation for General Urban, does not fit the character of the green areas in question. Municipalities are being obliged to direct development and infill growth to the general urban areas that currently include many of our local green areas. If our green areas are not established in the RGS they are placed at unnecessary risk since any municipality can decide to develop these green areas. With regards to the Conservation/Recreation definition for land use the concept of Non-Urban Land designations under Conservation and Recreation areas includes the ski hills that are privately owned and other tourist recreation areas. Why are the Golf Courses in Metro Vancouver stated as General Urban while they are privately owned just like the ski hills? They are community and tourist recreation areas, and protect significant ecological and recreational assets, especially in the case of the Westwood Plateau Golf Courses. The new designations for land under Conservation/Recreation is skewed, since it includes certain private properties but not others.</td>
<td>General Urban does not preclude park uses or municipal open space. General Urban areas recognize a mix of uses, of which parks are a vital part, but encourages high density development to be located in Urban Centres and Frequent Transit Development Areas. General Urban does not preclude park uses or municipal open space. General Urban areas recognize a mix of uses, of which parks are a vital part, but encourages high density development to be located in Urban Centres and Frequent Transit Development Areas. Golf courses appear in many different designations across the region. The choice of designation was based on input received from municipalities. Regional Context Statements, local OCPs and zoning will provide protection for greenspaces not identified as part of the Conservation and Recreation areas.</td>
</tr>
<tr>
<td>2</td>
<td>1.3</td>
<td>Disagree with the General Urban designation for Thornhill in Maple Ridge, suggest that it should be designated Rural.</td>
<td>Regional land use designations determined with input from local municipalities.</td>
</tr>
<tr>
<td>3</td>
<td>2.1</td>
<td>Sceptical about the ability of the Regional Growth Strategy to protect Industrial land, given local decisions. Sceptical that green spaces and parks can be protected. It is hard to imagine the RGS (despite it's well-conceived contents) achieving the meaningful level of compliance essential to make it a success.</td>
<td>The introduction of the Industrial designation is a step forward to protecting Industrial land at the regional level. Regional Context Statements, local OCPs and zoning will provide protection for greenspaces not identified as part of the Conservation and Recreation areas.</td>
</tr>
<tr>
<td>4</td>
<td>Goal 5</td>
<td>The RGS amendment process is problematic and needs to be clarified.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>I have a lot of concerns about TransLink’s influence on land use policy in general. Once a municipality designates an area as a Regional Land Use Designation such as FTDA or Urban Centre, the amendment process for Regional Context Statements may make it difficult, if not impossible, to un-designate an area. For instance, a municipality may want to change its Regional Context Statement to un-designate a FTDA, due to scale of development. Metro may not be able to approve the removal of designation because it would not be consistent with the objectives of TransLink’s Transport 2040 or the Regional Growth Strategy.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The glossary has been removed from the RGS and referenced to the Municipal Act instead, which is under sole Provincial jurisdiction.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The whole concept of the RGS, especially FTDA’s in principle, is problematic. The RGS seems to be trading off adding more urban sprawl in order to gain more control over land use for increased urban development. Rather than reducing GHGs, this formula will increase environmental impacts overall.</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>The timelines are much too tight. The consultation process with municipalities and the public needs to be substantially extended.</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>Implementation</td>
<td>Concern that a group of municipalities will change the regional land use designation of another municipality.</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Goal 5</td>
<td>520 Form Emails were received with the following text: UBC and the Broadway Corridor need rapid transit badly. Every day, there are 100 000 transit trips down Broadway - more than the Canada Line or the Millennium Line. Every morning, 4000 people are left behind by full buses. It’s only going to get worse as transit use continues to grow. We can’t wait thirty or forty years - UBC students need rapid transit now! An additional 121 comments were received that were a modification of the text quoted above.</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Goal 5</td>
<td>644 comments were made in favour of expanded rapid transit to UBC via the RGS website 9 comments opposed to expanded rapid transit to UBC were received via the RGS website</td>
<td></td>
</tr>
</tbody>
</table>
NOTICE IS HEREBY GIVEN that a Public Hearing will be held pursuant to the provisions of the Local Government Act to consider Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010. The Greater Vancouver Regional District Board has delegated the holding of the Public Hearing to 15 Metro Vancouver Directors.

The Public Hearing locations are noted below.

**Wednesday November 24, 2010 1:00 pm**  
Executive Inn, 405 North Rd., Coquitlam, B.C.

**Tuesday November 30, 2010 6:00 pm**  
Pinnacle At The Pier, 138 Victory Ship Way, North Vancouver, B.C.

**Wednesday December 1, 2010 7:00 pm**  
Sheraton Guildford, 15269 104th Avenue, Surrey, B.C.

**Thursday December 2, 2010 7:00 pm**  
2nd Fl Boardroom, Metro Vancouver Head Office, 4330 Kingsway, Burnaby, B.C.

Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010 (the Bylaw) proposes a new regional growth strategy which will apply to all lands within the boundaries and jurisdiction of the Greater Vancouver Regional District.

Copies of the Bylaw and the supporting documentation may be inspected at the Information Centre, Metro Vancouver Head Office, 4330 Kingsway, Burnaby, B.C., during regular office hours 8:00 a.m. to 4:30 p.m. Monday through Friday, except statutory holidays, and at [www.metrovancouver.org](http://www.metrovancouver.org).

All persons who believe their interest in property is affected by the proposed Bylaw will be given an opportunity to speak at the Public Hearing. Pursuant to the Local Government Act, the Chair of the Public Hearing may establish procedural rules for the conduct of the Public Hearing. Each person wishing to speak at the Public Hearing will be asked to register their name on the speakers list available at the Public Hearing, and will be called upon to speak in numerical order. Speakers will be limited to a maximum time of five minutes unless otherwise determined by leave of the Chair.

Written submissions are encouraged and may be submitted prior to the Public Hearing. Written submissions must be received no later than 12:00 noon on Tuesday, November 23, 2010 or can be submitted in person at the Public Hearing.

Please send submissions to the attention of Paulette Vetleson, Corporate Secretary:

**BY MAIL:** Metro Vancouver, 4330 Kingsway, Burnaby, B.C., V5H 4G8  
**BY FAX:** 604-451-6686 or by  
**EMAIL:** PublicHearing@metrovancouver.org

Please note that the Greater Vancouver Regional District Board will not accept written or oral representations after the Public Hearing has concluded.

For further information about the Bylaw please contact Jason Smith, Regional Planner at 778-452-2690 or jason.smith@metrovancouver.org.  

Paulette Vetleson, Corporate Secretary.

---

**NOTICE OF METRO VANCOUVER PUBLIC HEARING**

**NOTICE IS HEREBY GIVEN** that a Public Hearing will be held pursuant to the provisions of the Local Government Act to consider Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010. The Greater Vancouver Regional District Board has delegated the holding of the Public Hearing to 15 Metro Vancouver Directors.

The Public Hearing locations are noted below.

**Wednesday November 24, 2010 1:00 pm**  
Executive Inn, 405 North Rd., Coquitlam, B.C.

**Tuesday November 30, 2010 6:00 pm**  
Pinnacle At The Pier, 138 Victory Ship Way, North Vancouver, B.C.

**Wednesday December 1, 2010 7:00 pm**  
Sheraton Guildford, 15269 104th Avenue, Surrey, B.C.

**Thursday December 2, 2010 7:00 pm**  
2nd Fl Boardroom, Metro Vancouver Head Office, 4330 Kingsway, Burnaby, B.C.
NOTICE OF METRO VANCOUVER
PUBLIC HEARING

NOTICE IS HEREBY GIVEN that a Public Hearing will be
held pursuant to the provisions of the Local Government Act
to consider Greater Vancouver Regional District Regional
Growth Strategy Bylaw No. 1136, 2010. The Greater
Vancouver Regional District Board has delegated the holding
of the Public Hearing to 15 Metro Vancouver Directors. The
Public Hearing locations are noted below.

Wednesday November 24, 2010
Two sessions: 1:00 pm and 7:00 pm
Executive Inn, 405 North Rd., Coquitlam, B.C.

Tuesday November 30, 2010 6:00 pm
Pinnacle At The Pier, 138 Victory Ship Way,
North Vancouver, B.C.

Wednesday December 1, 2010 7:00 pm
Sheraton Guildford, 15269 104th Avenue, Surrey, B.C.

Thursday December 2, 2010 7:00 pm
2nd Fl Boardroom, Metro Vancouver Head Office,
4330 Kingsway, Burnaby, B.C.

Greater Vancouver Regional District Regional Growth
Strategy Bylaw No. 1136, 2010 (the Bylaw) proposes a new
regional growth strategy which will apply to all lands within
the boundaries and jurisdiction of the Greater Vancouver
Regional District.

Copies of the Bylaw and the supporting documentation may
be inspected at the Information Centre, Metro Vancouver
Head Office, 4330 Kingsway, Burnaby, B.C., during regular
office hours 8:00 a.m. to 4:30 p.m. Monday through Friday,
except statutory holidays, and at www.metrovancouver.org.

All persons who believe their interest in property is affected
by the proposed Bylaw will be given an opportunity to speak
at the Public Hearing. Pursuant to the Local Government Act,
the Chair of the Public Hearing may establish procedural rules
for the conduct of the Public Hearing. Each person wishing
to speak at the Public Hearing will be asked to register their
name on the speakers list available at the Public Hearing,
and will be called upon to speak in numerical order. Speakers
will be limited to a maximum time of five minutes unless
otherwise determined by leave of the Chair.

Written submissions are encouraged and may be submitted
prior to the Public Hearing. Written submissions must be
received no later than 12:00 noon on Tuesday, November 23,
2010 or can be submitted in person at the Public Hearing.
Please send submissions to the attention of
Paulette Vetleson, Corporate Secretary:

BY MAIL: Metro Vancouver, 4330 Kingsway, Burnaby, B.C., V5H 4G8
BY FAX: 604-451-6686 or by
EMAIL: PublicHearing@metrovancouver.org

Please note that the Greater Vancouver Regional District
Board will not accept written or oral representations after the
Public Hearing has concluded.

For further information about the Bylaw
please contact Jason Smith, Regional Planner
at 778-452-2690 or jason.smith@metrovancouver.org
Paulette Vetleson, Corporate Secretary.
3.1 **Options for Delegation of the Public Hearing for the Draft Regional Growth Strategy Bylaw**

Report dated September 27, 2010 from Paulette Vetleson, Corporate Secretary, Corporate Secretary’s Department, and Christina DeMarco, Regional Development Division Manager, Policy and Planning Department, presenting options for conducting the public hearing for the draft Regional Growth Strategy Bylaw.

**Recommendation:**
That the Board:

a) delegate the holding of the public hearing for the draft Regional Growth Strategy Bylaw to the following directors or their alternates:
   - Director Derek Corrigan, Burnaby
   - Director Richard Stewart, Coquitlam
   - Director Malcolm Brodie, Richmond
   - Director Ernie Daykin, Maple Ridge
   - Director Gayle Martin, Langley City
   - Director Catherine Ferguson, White Rock
   - Director Maria Harris, Electoral Area A
   - Director Don MacLean, Pitt Meadows
   - Director Greg Moore, Port Coquitlam
   - Director Darrell Mussatto, North Vancouver City
   - Director Andrea Reimer, Vancouver
   - Director Joe Trasolini, Port Moody
   - Director Judy Villeneuve, Surrey
   - Director Wayne Wright, New Westminster;

b) constitute quorum for the purpose of the public hearing for the draft Regional Growth Strategy Bylaw as any four of the directors named above;

c) appoint Director Corrigan or, in the event that Director Corrigan is unavailable, Director Stewart, as the Chair at the public hearing for the draft Regional Growth Strategy Bylaw.

*Adopted on Consent*

4.2 **Assessment and Mitigation of Locomotive Idling in Metro Vancouver Rail Yards**

Report dated September 14, 2010 from Marian Kim, Senior Engineer, and Shelina Sidi, Senior Project Engineer, Policy and Planning Department, presenting the findings of a study on assessment of locomotive activities and mitigation of idling within the Metro Vancouver region.

**Recommendation:**
That the Board:

a) write to the federal Minister of Transport to strongly urge that new regulations under the federal Railway Safety Act address operational practices such as locomotive idling in rail yards and include mandatory requirements for rebuild or replacement (or both) of older locomotives which will facilitate wider use of idle reduction technologies,
This page left blank intentionally.
WRITTEN SUBMISSIONS RECEIVED

Note: Written submissions were received from the following persons as of 12:00 p.m. November 18, 2010.
This page left blank intentionally.
From: burston
Sent: Sunday, November 14, 2010 5:14 PM
To: Public Hearing
Subject: Metro Vancouver Regional Growth Strategy

Nov 14, 2010

Att. PAULETTE VETLESON

This is to let you know that we strongly object to the redesignating/rezoning of the Westwood Plateau Golf Course to "General Urban, or any other term that the City of Coquitlam might want to use that is different from the current zoning. We believe that this Golf course should be spared from development, since it is one of the few green spaces left in Coquitlam, that is growing out of control.

Maja and Geoffrey Burston
Residents of Coquitlam
This page left blank intentionally.
Dear Sirs,

I would like to register my concern about the governance section. I can not see why an urban containment boundary can be changed by a simple vote of a minimum quorum of the Metro Board if this is for an industrial purpose and the land is contiguous with the urban containment boundary.

Why is this not subject to the same 2/3 majority weighted vote as for all other UCB boundary changes? Also the requirement for a public hearing should be always there, and it is hard to understand why this would not apply in the industrial development case. where public interest may be very pertinent.

At no place in the lengthy RGS document is any explanation or justification of this. It can be viewed as an attempt to allow a loophole for land owners to circumvent the intention of the UCB. The existing green zone could not be similarly violated under the LRS.

Answers please.

Peter Duffey
211 Morningside Drive
Delta
B.C. V4L 2M3
This page left blank intentionally.
Dear Members;

I’m writing in regards to the proposed Metro Vancouver Regional Growth Strategy. While the strategy overall is quite progressive in retaining green space for the future, there a couple of areas which concern me. One concern deals with the governance section in the bylaw that deals with industrial land. It puzzles me as to why the urban containment boundary rules change if it is an industrial project. Why is it that a minimum quorum is required to change the boundaries as opposed to the rules required for all others. Nor will public hearings be required for changes. Does Metro Vancouver not realize that a change of zoning to industrial or can have just as big a change to surrounding areas as residential. An industrial designation change can have repercussions just as significant both financially and socially as a residential designation change. To not recognize such in the governance rules calls into question the thought and reasons for such a large difference in deciding boundary rule changes.

This lack of standard rules for urban containment designation in the governance rules will surely lead to confusion among the general public when it is not necessary. Certainly, the clearer and more uniform the rules are in the very beginning will prevent confusion later at the outset. There are not sufficient nor reasonable reasons for this difference and I would like to see that any kind of urban containment boundary rules are consistent throughout.

When I see such a different set of rules put into the governance section of the RGS, it raises questions in my mind, as I’m sure it will in others, as to the reasons. Once again I will restate that to have a requirement so vastly different is puzzling. This is the very type of thing that can create confusion and raise questions as to whether this provision can and likely will, create an opening for abuse by those who have less lofty goals as envisioned in the Regional Growth Strategy.

Another concern I have is the propensity of planners to plan the nature out of designated natural areas. There seems to be a lack of understanding as to what “natural” means. Case in point and an example I will use is Boundary Bay Regional Park located in Tsawwassen.

I recently attended a meeting put on by Metro Vancouver Parks department regarding the building of a washroom/concession stand. This park does need to have new washroom/change room facilities but it concerned me to see that there was no requirement by Metro Vancouver to have a public hearing that would take place with the residents Metro's plans would directly effect. Nor was there any meaningful discussion that had taken place with experts who could have given valuable input into what is a very sensitive and ecologically significant area. We will now, it seems have a destination style concession stand that will have a large glass wall into which birds will fly into. There will need to be 24 hour lighting and more security guards to protect this new and expensive structure. It will have concrete logs and other fake elements of nature. Which brings me to my point.

We are losing touch with real nature by always trying to improve what is there already. A natural environment. The fake logs for people to sit on was a shining example of why people are out of touch with nature as it is. Why do we remove real logs to replace them with concrete ones? Because the natural ones are messy, yes they are, and changing, as nature should be. For some reason planners feel they need to have manicured lawns and parks to give us an experience that substitutes for a truely natural environment. There is plenty of ongoing research that has shown that when we attempt to sanitize our natural surroundings, children especially, lose the very source that can provide a creative and healthy place to play. There is much to be learned from observing a real log on the beach. Logs that wash ashore can become all kinds of things to a child. Forts, ships, houses, a deserted island. They become homes to all sorts of wonderful bugs and an ecosystem of it's own. I have
watched children play happily for hours along the beach for hours with nothing electronic in sight. A concrete log is just that, a concrete log. I want to draw attention to another aspect of this example of Boundary Bay Park. There was much made of the glass wall that would be placed at this so called concession stand. With misplaced excitement, park planners told everyone how parents would be able to sit behind the glass wall with their coffee and watch their children play. This is absolutely what is not what we should be encouraging. Yes, place benches for folks to sit and rest but let's encourage parents and caregivers to interact and play with their children.

I would encourage Metro Vancouver to follow the non plan that has made Edmonton's riverbanks healthy places for imagination and a true place for our natural environment to be appreciated and learned from. I grew up in Edmonton and have family who still live there. Those areas have for the most part been left wild and have won awards for being left as they are. As children we spent hours all year long exploring and playing in those areas. We could even climb real trees, a joy that is getting harder to find for children every day as we improve their surroundings.

One of my greatest joys has always been taking my children and now grandchildren to places like Boundary Bay where there is so much left there for their imaginations to run with. There needs to be in your park plans, less planning. Leave the grass wild and let a tree grow where it can be climbed. Forget the statues and fake logs. We don't need paved paths and fancy places to buy fattening food. We need wild, open places that are messy with all the things the natural world can provide and leave it untouched. It's those places that have provided inspiration and aha moments for all kinds of innovation and the free thinking that has created minds that cure cancer. Nature is the world's greatest lab for growing minds and encourage a love of outdoors that encourages running and playing. As children in the past used to be able to say when asked what we were doing we could happily say, "just messing around".

So as you go through your planning stages please make sure you ensure that you plan to leave the precious natural places that to some peoples eyes need to be fixed up and manicured. And stop with the fake concrete logs already.

Debbie McBride
1086 - 51A St.,
Delta, BC  V4M 2Y1
Dear Sir / Madam

Thank you for arranging a public hearing – if only it will be held AFTER office hours like the other municipalities.

I strongly hope you and the powers that be will MAINTAIN STATUS QUO for the golf courses in Westwood Plateau. It is our ‘jewel on the crown’.

Thank you and have a nice day.

Lawrence Chuah
Westwood Plateau resident
This page left blank intentionally.
Neighbourhoods for a Sustainable Vancouver

November 11, 2010

Metro Vancouver Board
4330 Kingsway,
Burnaby, B.C. V5H 4G8

Re: Metro Vancouver Regional Growth Strategy, Nov. 12, 2010

We are a network of about 30 neighbourhood groups across the City of Vancouver. Please accept and include this as our additional comments on the Draft Regional Growth Strategy (RGS), November 12, 2010. We intend to follow up with additional detailed comments after further discussions with staff and our member groups.

Please consider the following prior to first and second reading of the RGS Bylaw:

Revise the schedule - We are concerned that the current draft of the RGS has not been put out for public consultation before proceeding to first and second reading. Once the adoption process is initiated, the options for amendment are limited.

Previous concerns not addressed - Because the issues raised in our previous letters to Metro Vancouver have not been adequately addressed, those issues still apply. Many of the changes in the new draft raise additional concerns.

RGS is not community supported - We do not believe there is community support for the transfer of authority or influence over land use planning within the City of Vancouver to senior levels of government, other than for protection of green zones and industrial land to prevent sprawl. The proposed changes in the November 12, 2010 draft of the Regional Growth Strategy Bylaw do not address this concern.

The main concerns are:

1. The new draft is even weaker than the previous draft with regard to the region's most important roles: protection of green zones and prevention of urban sprawl.

2. The new draft continues to propose unsupportable levels of regional control over municipal Official Community Plans and municipal planning processes for development. This undermines neighbourhood-based local area planning which we support.

3. The new draft continues to allow TransLink too heavy an influence over land-use decisions in Metro Vancouver through its say in Metro Vancouver's Regional Growth Strategy and Regional Context Statements, and through its role in the development of Frequent Transit Development Areas or Corridors. This gives Metro Vancouver, TransLink
and the Province significant influence in land use planning, which we do not support. TransLink's role should be restricted to the provision of transit, not to land use.

4. There are no definitions or procedures for establishing Regional Land use Designations or overlays. It is unclear what these mean and questionable whether they should be used in the City of Vancouver which already has a transit service grid covering nearly the entire city.

5. TransLink's provincial mandate to use real estate development as a source of funding based on the Hong Kong model is a systemic conflict of interest with TransLink's influence in land use policy. Transit should be funded by a polluter-pay model based on vehicle levies, gas taxes and carbon taxes, not on property taxes, from real estate development (in lieu of public amenities) or increased fares.

6. The new draft has removed the Glossary with definitions and instead refers to the provincially controlled Municipal Act. This lacks transparency and gives the province an unnecessary and unacceptable degree of influence over the RGS.

7. The approval requirements for Type 1 major amendments of the RGS have been reduced from 2/3 vote of the Metro Board to only 50% +1 vote. It is not clear where this has come from and why.

8. There is no provision in the RGS for Metro Vancouver or affected local governments to have influence in changes to legislation that relate to the RGS.

As discussed above, we request the schedule for public consultation be further extended for public input on the current draft of the RGS prior to first and second reading. Our concerns have not been adequately addressed and the public have not been properly informed.

A major change of land use policy such as this should go to referendum.

Regards,

Ned Jacobs,
On behalf of the Steering Committee
Neighbourhoods for a Sustainable Vancouver

E-mail: nsvancouver@hotmail.com
November 11, 2010

Metro Vancouver
4330 Kingsway,
Burnaby, B.C. V5H 4G8

Re: Metro Vancouver Draft Regional Growth Strategy Bylaw, Nov. 12, 2010

In addition to my letter of November 4, 2010, please accept this as further input to the latest revised draft of the Regional Growth Strategy (RGS).

I am opposed to this current draft of the RGS Bylaw going forward for first and second reading. There are many important issues with the draft that have still not been resolved. Once the RGS goes into the adoption process, provincial legislation under the Local Government Act restricts the amendment options. I also have many additional concerns that have not been included here in this letter.

I recommend that the RGS be referred back for public and stakeholder consultation, that further revisions be made to the RGS prior to first and second reading, and that staff report back to reflect the comments received.

The Metro Vancouver report states that the RGS "is balanced in its approach to addressing regional planning objectives while respecting local government interests". There is no doubt that the RGS addresses regional, provincial, and TransLink's objectives. However, local government and community interests are undermined.

1. RGS transfers excessive municipal land use authority to senior governments and to TransLink, which should only apply to the protection of green zones and industrial land to protect from urban sprawl.

2. Frequent Transit Development Areas should not be applicable in the City of Vancouver where there already is an existing transit grid covering most of the city.

3. There are no definitions of "Regional Land Use Designations" or "overlays" in the RGS or a process defined for their determinations or implementation, which leaves this open to multiple interpretations as may be determined by regional, provincial and TransLink interests.

4. The unelected TransLink board is defined as an "affected local government" that has a veto over RGS adoption and all major amendments. Metro Vancouver and the municipalities have no such reciprocal rights to approval of TransLink's plans.

5. Provincial legislation, both current and proposed, gives the region, province and TransLink broad overriding powers that would be implemented through the RGS in order to circumvent municipal jurisdiction.
6. Interpretation of the RGS is under provincial control of the Local Government Act which interests frequently conflict with municipal interests. For instance, the province has interests in using property taxes and real estate development to fund TransLink’s transit objectives under the Hong Kong model.

7. The RGS last draft has eliminated any requirement for Metro Board or affected local government approval for legislative changes affecting the RGS.

8. The Metro Board approval requirements for Type 1 major amendments to the RGS have been changed from 2/3 in the last draft to only a simple majority of 50%+1, with only 30 days notice required. Type 1 amendments could include major shifts of jurisdiction or increased TransLink authority so should require more notice and consensus.

9. RGS creates another level of bureaucracy that makes land use planning complicated, expensive and time-consuming requiring increased regional tax levies to pay for it all.

10. The RGS puts property taxes on the table for senior government uses which is a form of downloading by using the municipal tax base for providing senior government services.

11. Rushed process of finalizing the document is leading to inevitable errors.

12. The rushed time frame prevents municipal staff and Councils from making reasonably informed decision and denies stakeholders adequate or reasonable opportunity to respond.

13. RGS adoption process as set out in legislation is restrictive and does not easily allow significant changes to the RGS once having entered into the process.

14. If there are disputes during adoption, the resolution process may be significantly controlled by the province to the disadvantage of municipalities.

Please consider allowing more public consultation and revisions of the RGS before first and second reading. It is crucial that, prior to entering into first and second reading, the RGS is in a form that is fully revised after reasonable and appropriate public and stakeholders consultation. This current draft has a long way to go before it is ready. The whole concept needs to be reconsidered.

This draft and all of the previous drafts have not adequately addressed the concerns that I had raised in January 2010. This is the same proposal as the previous one, reconstructed in ways that increase those concerns, rather than address them.


Sincerely,

Elizabeth Murphy
e.murphy@telus.net

Please see my article in the Georgia Straight.