

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|--|--|--|-------------------------|-------------------------|------------------------|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| GOAL 1 Create a Compact Urban Area | 1.1 Contain urban development within the Urban Containment Boundary | 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); | <ul style="list-style-type: none"> • UCB is shown in Appendix II - Regional Context Map | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix A, Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary. | <ul style="list-style-type: none"> • Population, dwelling unit and employment projections for the City of Langley are shown below and in Section 4.0 – Growth Management <p style="text-align: center;">Table 1 – Growth Projections</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Population¹</th> <th>Dwellings²</th> <th>Employment</th> </tr> </thead> <tbody> <tr><td>2011</td><td>26,085</td><td>11,320</td><td>19,000</td></tr> <tr><td>2016</td><td>28,085</td><td>12,525</td><td>20,000</td></tr> <tr><td>2021</td><td>30,140</td><td>13,775</td><td>21,000</td></tr> <tr><td>2026</td><td>32,175</td><td>15,030</td><td>22,000</td></tr> <tr><td>2031</td><td>34,150</td><td>16,305</td><td>23,000</td></tr> <tr><td>2036</td><td>36,095</td><td>17,555</td><td>24,000</td></tr> <tr><td>2041</td><td>38,005</td><td>18,810</td><td>25,000</td></tr> </tbody> </table> <p style="text-align: center;"><small>¹Population figures include an estimate of Census undercount (4%) ²Occupied by households</small></p> <p style="text-align: center;"><small>Source: City of Langley, Metro Vancouver</small></p> | Year | Population ¹ | Dwellings ² | Employment | 2011 | 26,085 | 11,320 | 19,000 | 2016 | 28,085 | 12,525 | 20,000 | 2021 | 30,140 | 13,775 | 21,000 | 2026 | 32,175 | 15,030 | 22,000 | 2031 | 34,150 | 16,305 | 23,000 | 2036 | 36,095 | 17,555 | 24,000 | 2041 | 38,005 | 18,810 |
| | Year | Population ¹ | Dwellings ² | Employment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 26,085 | 11,320 | 19,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 28,085 | 12,525 | 20,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 30,140 | 13,775 | 21,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | 32,175 | 15,030 | 22,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2031 | 34,150 | 16,305 | 23,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2036 | 36,095 | 17,555 | 24,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2041 | 38,005 | 18,810 | 25,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas | 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); | <ul style="list-style-type: none"> • Population, dwelling unit, and employment projections for the portion of Langley Regional City Centre in the City of Langley are shown below and in Section 4.0 - Growth Management <p style="text-align: center;">Table 6 - Growth Projections – Langley Regional City Centre¹</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Population¹</th> <th>Dwellings²</th> <th>Employment</th> </tr> </thead> <tbody> <tr><td>2011</td><td>15,010</td><td>7,360</td><td>17,115</td></tr> <tr><td>2016</td><td>16,900</td><td>8,460</td><td>18,090</td></tr> <tr><td>2021</td><td>18,840</td><td>9,610</td><td>19,070</td></tr> <tr><td>2026</td><td>20,765</td><td>10,760</td><td>20,050</td></tr> <tr><td>2031</td><td>22,635</td><td>11,905</td><td>21,030</td></tr> <tr><td>2036</td><td>24,490</td><td>13,055</td><td>22,005</td></tr> <tr><td>2041</td><td>26,295</td><td>14,210</td><td>22,985</td></tr> </tbody> </table> <p style="text-align: center;"><small>¹City of Langley estimates ²Occupied by households</small></p> | Year | Population ¹ | Dwellings ² | Employment | 2011 | 15,010 | 7,360 | 17,115 | 2016 | 16,900 | 8,460 | 18,090 | 2021 | 18,840 | 9,610 | 19,070 | 2026 | 20,765 | 10,760 | 20,050 | 2031 | 22,635 | 11,905 | 21,030 | 2036 | 24,490 | 13,055 | 22,005 | 2041 | 26,295 | 14,210 | 22,985 |
| Year | Population ¹ | Dwellings ² | Employment | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2011 | 15,010 | 7,360 | 17,115 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2016 | 16,900 | 8,460 | 18,090 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2021 | 18,840 | 9,610 | 19,070 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2026 | 20,765 | 10,760 | 20,050 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2031 | 22,635 | 11,905 | 21,030 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2036 | 24,490 | 13,055 | 22,005 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2041 | 26,295 | 14,210 | 22,985 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | 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); | <ul style="list-style-type: none"> • Langley Regional City Centre boundary is shown in Appendix II - Regional Context Map |
| | | 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); | <ul style="list-style-type: none"> • Commercial and Residential development policies concentrating growth within Langley Regional City Centre are set out in Sections 5.2 and 6.2 |
| | | iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions; | <ul style="list-style-type: none"> • Office development in Langley Regional City Centre is supported/encouraged by policies 16.5.1, 16.5.3, 16.6.1 and 16.7.3 • A substantial land base is rezoned (C1,C2,C3) for office development in the Zoning Bylaw |
| | | iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate; | <ul style="list-style-type: none"> • Zoning Bylaw includes reduced residential parking requirements for Medium Density Residential (RM2), High Density Residential (RM3) and Downtown Commercial (C1) areas within Langley Regional City Centre |
| | | 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: | <ul style="list-style-type: none"> • No FTDA's are identified – area served by Frequent Transit Network is within Langley Regional City Centre |
| | | <ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); | <ul style="list-style-type: none"> • N.A. |
| | | <ul style="list-style-type: none"> • TransLink's Frequent Transit Network, which may be updated over time; | <ul style="list-style-type: none"> • N.A. |
| | | <ul style="list-style-type: none"> • other applicable guidelines and policies of TransLink for the Frequent Transit Network; | <ul style="list-style-type: none"> • N.A. |
| | | 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); | <ul style="list-style-type: none"> • N.A. |
| | | 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; | <ul style="list-style-type: none"> • N.A. |

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| | | 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); | <ul style="list-style-type: none"> • General Urban areas are shown in Appendix II - Regional Context Map |
| | | 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; | <ul style="list-style-type: none"> • Transition of densities and uses away from Downtown Langley and Langley Regional City Centre is provided for in Schedule "A" - Land Use Designation Map and policies within Section 16.0 Land Use Designations; • General Urban Areas outside of Langley Regional City Centre are predominantly designated for single family residential or institutional use |
| | | 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); | <ul style="list-style-type: none"> • Because of the City's compact scale, no need for local centres outside the Regional City Centre in General Urban areas has been identified |
| | | 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; | <ul style="list-style-type: none"> • Policies within Section 16.0 Land Use Designations preclude major trip generating uses outside the Regional City Centre in General Urban areas - land use designations outside Langley Regional City Centre do not accommodate major trip-generating commercial, industrial and institutional (except public schools) uses |
| | | v) encourage infill development by directing growth to established areas, where possible; | <ul style="list-style-type: none"> • Policies in Sections 16.4 Multiple Family Residential and 16.5 Downtown Commercial and Schedule "A" Land Use Designation Map direct residential growth to established areas within Langley Regional City Centre |
| | | 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; | <ul style="list-style-type: none"> • Policies within 16.7 Mixed Employment, 16.8 Industrial and 16.10 Institutional ensure prevalence of RGS Mixed Employment, Industrial and Conservation & Recreation overlay intent and policies |
| | | 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; | <ul style="list-style-type: none"> • Mixed Employment area helps buffer core Duncan Way Industrial Area (see map in Section 16.8) from adjacent land uses - see Sections 7.1, 16.7 |

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| | | | ii) encourage safe and efficient transit, cycling and walking; | <ul style="list-style-type: none"> • Safe and efficient transportation modes are provided for in Policies under Section 10.2; • A new Master Transportation Plan which will address these issues is under development and scheduled for completion in Fall 2013; • Following completion of the MTP, the City will incorporate key elements within the OCP |
| | | | iii) implement transit priority measures, where appropriate; | <ul style="list-style-type: none"> • The City is a partner in Surrey Rapid Transit Alternatives Analysis (SRTAA) and Langley Transit Exchange Plan projects which will determine future rapid transit and transit exchange plans • Once completed, City will incorporate major recommendations, including transit priority measures in OCP • A new Master Transportation Plan which will also address these issues is under development and scheduled for completion in Fall 2013 • Following completion of the MTP, the City will incorporate key elements within the OCP |
| | | | iv) support district energy systems and renewable energy generation, where appropriate. | <ul style="list-style-type: none"> • Policy 15.3.2 commits the City to work towards reduction initiatives set out in the Community Energy & GHG Emissions Plan including district energy systems and renewable energy generation |
| | | 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); | <ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley |
| | | | 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; | <ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley |
| | | | 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; | <ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley |
| | | | ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve. | <ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley |

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| GOAL 2 Support a Sustainable Economy | 2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live | 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; | <ul style="list-style-type: none"> • Commercial Development policies in Section 6.2, Industrial Development policies in Section 7.2, Downtown Commercial land use policies in Section 16.5, Service Commercial land use policies in Section 16.6, Mixed Employment land use policies in Section 16.7, Industrial land use policies in Section 16.8 support economic development in Langley Regional City Centre • Downtown Master Plan, Brownfield Development Strategy and Economic Development Strategy also support economic development in Langley Regional City Centre |
| | | | 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; | <ul style="list-style-type: none"> • Office development in Langley Regional City Centre is supported/encouraged by policies 16.5.1, 16.5.3, 16.6.1 and 16.7.3 • A substantial land base is rezoned (C1,C2,C3) for office development in the Zoning Bylaw |
| | | | c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas; | <ul style="list-style-type: none"> • Schedule "A" Land Use Designation Map and policies within Section 16.0 Land Use Designations preclude major commercial or institutional (except public schools) development outside the Regional City Centre |
| | | | d) show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals are supported through land use and transportation policies. | <ul style="list-style-type: none"> • Kwantlen Polytechnic University is located within Langley Regional City Centre and is identified and supported in 12.3 Education, 16.10 Institutional land use designation and by Schedule "B" Road Network Map and TransLink's Frequent Transit Network • The 2012 Economic Development Strategy includes actions in support of KPU |
| | 2.2 Protect the supply of industrial land | 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); | <ul style="list-style-type: none"> • Industrial areas are shown in Appendix II - Regional Context Map |
| | | | b) include policies for Industrial areas which: | |
| | | | i) support and protect industrial uses; | <ul style="list-style-type: none"> • Policy 7.2.1; • Industrial land use policies set out in Section 16.8 |
| | | | ii) support appropriate accessory uses, including commercial space and caretaker units; | <ul style="list-style-type: none"> • Industrial land use policies set out in Section 16.8 |

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| | | <p>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;</p> | <ul style="list-style-type: none"> • Industrial land use policies are set out in Section 16.8 • Non-industrial uses, other than those established in existing zoning, shall not be permitted |
| | | <p>iv) encourage better utilization and intensification of industrial areas for industrial activities;</p> | <ul style="list-style-type: none"> • Policy 7.2.3 encourages intensification of industrial development • Industrial land use policies set out in Section 16.8 • The City has completed a Brownfield Development Strategy in support of redeveloping underutilized industrial lands • The City will also consider changes to industrial zoning as required to support intensification |
| | | <p>c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> | <ul style="list-style-type: none"> • Mixed Employment areas are shown in Appendix II - Regional Context Map |
| | | <p>d) include policies for Mixed Employment areas which:</p> | |
| | | <p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p> | <ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7 |
| | | <p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p> | <ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7 |
| | | <p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p> | <ul style="list-style-type: none"> • Mixed Employment lands are entirely located within Langley Regional City Centre • Major trip-generating uses (e.g. retail and office commercial) are concentrated in Langley Regional City Centre |
| | | <p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p> | <ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7 |
| | | <p>v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities;</p> | <ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7 |

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| | 2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production | | vi) exclude residential uses, except for an accessory caretaker unit; | <ul style="list-style-type: none"> • Policy 16.7.5 |
| | | | e) include policies which help reduce environmental impacts and promote energy efficiency. | <ul style="list-style-type: none"> • Policy 9.2.6 (storm water management), Policy 9.2.8 (LEED building), Policy 15.2.2 (Sustainability Framework), Policy 15.3.2 (Community Energy & GHG Emissions Plan) |
| | | 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); | <ul style="list-style-type: none"> • Agriculture areas are shown in Appendix II - Regional Context Map |
| | | | 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; | <ul style="list-style-type: none"> • Agriculture areas are shown in Appendix II - Regional Context Map |
| | | | ii) discourage subdivision of agricultural land leading to farm fragmentation; | <ul style="list-style-type: none"> • Policy 16.9.1 refers to <i>Agricultural Land Commission Act</i> Regulations concerning land use and subdivision |
| | | | iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities; | <ul style="list-style-type: none"> • Policy 16.9.3 |
| | | | 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); | <ul style="list-style-type: none"> • Policy 16.9.4 |
| | | | v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture); | <ul style="list-style-type: none"> • Policy 15.2.2 links the OCP to the Sustainability Framework which identifies an opportunity to "support the growing of food locally and establishing local food distribution networks in the City" while "exploring partnership opportunities for developing urban farms within the City" |
| | vi) encourage the use of agricultural land, with an emphasis on food production; | <ul style="list-style-type: none"> • Policy 16.9.2 | | |

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| | | | vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems. | <ul style="list-style-type: none"> • Policy 15.2.2 links the OCP to the Sustainability Framework which includes future opportunities for educational initiatives around food systems and local food production • The City is also pursuing educational programs in partnership with Kwantlen Polytechnic University's School of Horticulture and other institutions |

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| Goal 3 Protect the Environment and Respond to Climate Change Impacts | 3.1 Protect Conservation and Recreation Lands | 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); | <ul style="list-style-type: none"> • Conservation and Recreation areas are shown in Appendix II - Regional Context Map |
| | | | b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following: | <ul style="list-style-type: none"> • Conservation and Recreation areas are designated Institutional in Schedule "A" - Land Use Designation Map • Policy 16.10.5 specifies that these areas shall be protected and used in accordance with Strategy 3.1 of the Regional Growth Strategy |
| | | | i) public service infrastructure, including the supply of high quality drinking water; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | | ii) environmental conservation; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | | iii) recreation, primarily outdoor; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | | iv) education, research and training facilities and uses that serve conservation and/or recreation users; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | | v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | | vi) limited agriculture use, primarily soil-based; | <ul style="list-style-type: none"> • Policy 16.10.5 |
| | | c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas | <ul style="list-style-type: none"> • Environmental Protection policies 9.2.1, 9.2.2, 9.2.4 and 17.9 ESA Development Permit Area guidelines buffer Conservation and Recreation Areas where appropriate | |
| | 3.2 Protect and enhance natural features and their connectivity | 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). | <ul style="list-style-type: none"> • Ecologically important areas and natural features identified in Map 10 of the Regional Growth Strategy are generally protected and managed as Environmentally Sensitive Areas (ESA's) • ESA's are shown in Schedule "D" - Environmentally Sensitive Areas Map and policies for these areas are set out in Section 9.2 • Development Permit Area Guidelines for ESA's are included in Section 17.9. |
| | | 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. | <ul style="list-style-type: none"> • Policy 8.2.4 |

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| | 3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality | 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). | <ul style="list-style-type: none"> • Environmental Protection policies listed in Section 9.2 • Environmentally Sensitive Areas Development Permit Area guidelines are provided in Section 17.9 |
| | | 3.2.7 | Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans. | <ul style="list-style-type: none"> • Policy 9.2.7 |
| | | 3.3.4 | <p>Adopt Regional Context Statements which:</p> <p>a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;</p> <p>b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> • 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 geoexchange 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); <p>c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;</p> | <ul style="list-style-type: none"> • Assignment of Growth (Section 4.3) and land development policies (Sections 5.2, 6.2, 7.2) aim to concentrate development in high density, mixed use Regional City Centre in order to maximize energy efficiency and support walking, biking and public transit use • Climate Action policies including GHG reduction targets are set out in Section 15.3 • Detailed GHG reduction initiatives are listed in the Community Energy & GHG Emissions Plan • LEED buildings are encouraged (Policy 9.2.8) • Other detailed GHG reduction initiatives are listed in the Community Energy & GHG Emissions Plan (referenced in Policy 15.3.2) • Policy 10.2.2 - Master Transportation Plan, Downtown Public Realm Plan, Policy 16.5.1, Policy 16.5.5 - Downtown Master Plan • Schedule "C" - Parks & Open Space Map • Infrastructure and amenity investments in the downtown core area are emphasized under the Public Realm Plan (Phase III of the Downtown Master Plan) per Policy 16.5.5 |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response | |
|-------------|--|---------------------------------|--|--|---|
| | | | d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives. | <ul style="list-style-type: none"> • Policy 9.2.7 | |
| | 3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks | 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). | | <ul style="list-style-type: none"> • A Hazard Risk Vulnerability Assessment is currently in draft form and Scheduled for completion by year-end 2013 • The City will incorporate recommendations, as appropriate, in OCP when completed |
| | | 3.4.5 | Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations. | | <ul style="list-style-type: none"> • A Hazard Risk Vulnerability Assessment is currently in draft form and Scheduled for completion by year-end 2013 • The City will incorporate recommendations, as appropriate, in OCP when completed |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response |
|--|---|---------------------------------|---|---|
| GOAL 4 Develop Complete Communities | 4.1 Provide diverse and affordable housing choices | 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 A, Table A.4, which: | |
| | | | i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans; | <ul style="list-style-type: none"> • Residential Development Policy 5.2.3 • Affordable Housing Strategy Policy 14.2.2 • Multiple Family Residential Policy 16.4.3 |
| | | | ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density; | <ul style="list-style-type: none"> • 5.2 Residential Development Policies |
| | | | 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; | <ul style="list-style-type: none"> • Affordable Housing Strategy Policy 14.2.2 • The Affordable Housing Strategy lists several actions in support of increasing the supply of affordable rental housing including: advocacy, continuing support for secondary suites, working in partnership with developers and non-profit agencies |
| | | | 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. | <ul style="list-style-type: none"> • Affordable Housing Strategy Policy 14.2.2 • Multiple Family Residential Policy 16.4.3 • The Affordable Housing Strategy supports affordable housing development through advocacy, continuing support for secondary suites, working in partnership with developers and non-profit agencies |
| | | 4.1.8 | Prepare and implement Housing Action Plans which: | <ul style="list-style-type: none"> • The Affordable Housing Strategy referred to in Section 14.1 and Policy 14.2.2 constitutes the City's Housing Action Plan |
| | | | a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability; | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | | | b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs; | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | | | c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7; | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | | | d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock; | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | | | | |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response |
|-------------|--|---------------------------------|--|--|
| | | | 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; | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | | | f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5. | <ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 |
| | 4.2 Develop healthy and complete communities with access to a range of services and amenities | 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; | <ul style="list-style-type: none"> • Land use policies concentrate high density, mixed-use development in the Regional City Centre to support transit, walking and cycling (5.2 Residential Development policies, 6.6 Commercial Development policies, Section 16.0 Land Use Designations) • Downtown Master Plan supports pedestrian-oriented core and improved transit facilities |
| | | | b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit; | <ul style="list-style-type: none"> • 16.5 Downtown Commercial policies |
| | | | c) provide public spaces and other place-making amenities for increased social interaction and community engagement; | <ul style="list-style-type: none"> • 16.5.5 Downtown Master Plan and Public Realm Plan |
| | | | d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments; | <ul style="list-style-type: none"> • 8.2.2 Parks & Recreation • Parks & Recreation Master Plan • A Parks & Recreation Master Plan update currently under development will respond specifically to RGS goals, policies and actions • The PRMP update is scheduled for completion in Fall 2013 • Following completion, key recommendations of the PRMP update will be incorporated into the OCP |
| | | | 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; | <ul style="list-style-type: none"> • Sustainability Framework (see Policy 15.2.2) identifies future opportunity for developing a food policy to support local food production and distribution Health, Safety & Well Being focus area |
| | | | f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities; | <ul style="list-style-type: none"> • Public health underlies the fundamental objectives of the Official Community Plan (see 2.1.1 Livability) and the Sustainability Framework (see Health, Safety and Well-Being focus area) • Major infrastructure projects and transportation services will be evaluated from a public health perspective on a case by case basis as required |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response |
|-------------|-----------------|---------------------------------|---|--|
| | | | g) support universally accessible community design; | <ul style="list-style-type: none"> • Policy 14.2.3 • DP Area Guidelines (17.4.1,17.6.1, 17.7.1, 17.8.1) |
| | | | h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas; | <ul style="list-style-type: none"> • Because of the City's compact scale, no need for local centres outside the Regional City Centre in General Urban areas has been identified |
| | | | i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips. | <ul style="list-style-type: none"> • N.A. - No Special Employment Areas outside of Langley Regional City Centre • Kwantlen Polytechnic University - shown in RGS Map 11 - is located within Langley Regional City Centre |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | | RCS Policy Response |
|--|---|---------------------------------|---|--|
| GOAL 5 Support Sustainable Transportation Choices | 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking | 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; | <ul style="list-style-type: none"> • Policy 10.2.2 - Master Transportation Plan; Policy 16.5.1 • Policy 16.5.5 - Downtown Master Plan • Schedule "C" - Parks & Open Space Map • Wayfinding Strategy being implemented to improve legibility of transportation network • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | | | 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; | <ul style="list-style-type: none"> • Policy 10.2.2 - Master Transportation Plan • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | | | c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking. | <ul style="list-style-type: none"> • Policy 10.2.2 (b)(c)(d) - Master Transportation Plan • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services | 5.2.3 | Adopt Regional Context Statements which: | |

Appendix I – Regional Context Table

| Goal | Strategy | Local Government Actions | RCS Policy Response |
|-------------|-----------------|--|---|
| | | <p>a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;</p> | <ul style="list-style-type: none"> • Routes for goods and service vehicle movement identified in Appendix II - Regional Context Map • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | | <p>b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;</p> | <ul style="list-style-type: none"> • Policy 10.2.2 (a) - Master Transportation Plan • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | | <p>c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;</p> | <ul style="list-style-type: none"> • The City is a partner in Roberts Bank Rail Crossing project Rail Crossing Information System • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |
| | | <p>d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.</p> | <ul style="list-style-type: none"> • The City is a partner in Roberts Bank Rail Crossing project - contributing \$8.5 million • Note a Master Transportation Plan update currently under development will respond specifically to RGS goals, policies and actions • The MTP update is scheduled for completion in Fall 2013 • Following completion, key recommendations from the MTP update will be incorporated into the OCP |