



**Regional Growth Strategy**

Bylaw No.1136, 2010

# **Metro Vancouver 2040** Shaping Our Future

Adopted by the Greater Vancouver Regional District Board on July 29, 2011

Updated to February 28, 2020

# 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 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 A FIRST TIME this 12<sup>th</sup> day of November, 2010

READ A SECOND TIME this 12<sup>th</sup> day of November, 2010

Public Hearing held the 24<sup>th</sup> day of November, 2010; reconvened the 30<sup>th</sup> day of November, 2010; reconvened the 1<sup>st</sup> day of December 2010; reconvened and concluded the 2<sup>nd</sup> day of December, 2010.

SECOND READING RESCINDED this 14<sup>th</sup> day of January, 2011

READ A SECOND TIME AS AMENDED this 14<sup>th</sup> day of January, 2011

READ A THIRD TIME this 29<sup>th</sup> day of July, 2011

RECONSIDERED, PASSED, AND FINALLY ADOPTED this 29<sup>th</sup> day of July, 2011

**Bylaw No. 1136, 2010, as amended. This consolidated Bylaw is for convenience only. Refer to the official version of Bylaw No. 1136 and its amendments.**

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1150, 2011, on October 28, 2011.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1168, 2012, on July 27, 2012.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1160, 2012, on September 21, 2012.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1185, 2013, on July 26, 2013.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1201, 2014, on May 23, 2014.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1203, 2014, on June 27, 2014.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1207, 2014, on September 19, 2014.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1223, 2015, on October 30, 2015.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1236, 2016, on April 28, 2017.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1237, 2016, on April 28, 2017.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1243, 2017, on July 28, 2017.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1259, 2018, on May 25, 2018.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1266, 2018, on September 28, 2018.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1283, 2019, on October 4, 2019.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1285, 2019, on October 4, 2019.

Amended by the Greater Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1295, 2019, on February 28, 2020.

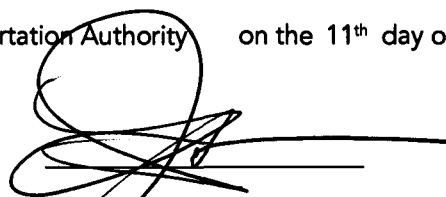
ACCEPTED, BY RESOLUTION

- by the Village of Anmore on the 8<sup>th</sup> day of March, 2011
- by the Village of Belcarra on the 21<sup>st</sup> day of February, 2011
- by the City of Burnaby on the 7<sup>th</sup> day of March, 2011
- by the City of Coquitlam on the 25<sup>th</sup> day of July, 2011
- by the Corporation of Delta on the 7<sup>th</sup> day of February, 2011
- by the City of Langley on the 21<sup>st</sup> day of February, 2011
- by the Township of Langley on the 7<sup>th</sup> day of March, 2011
- by the Village of Lions Bay on the 24<sup>th</sup> day of January, 2011
- by the District of Maple Ridge on the 22<sup>nd</sup> day of March, 2011
- by the City of New Westminster on the 14<sup>th</sup> day of March, 2011
- by the City of North Vancouver on the 7<sup>th</sup> day of March, 2011
- by the District of North Vancouver on the 21<sup>st</sup> day of March, 2011
- by the City of Pitt Meadows on the 1<sup>st</sup> day of March, 2011
- by the City of Port Coquitlam on the 14<sup>th</sup> day of March, 2011
- by the City of Port Moody on the 8<sup>th</sup> day of April, 2011
- by the City of Richmond on the 28<sup>th</sup> day of February, 2011
- by the City of Surrey on the 28<sup>th</sup> day of February, 2011
- by the Tsawwassen First Nation on the 2<sup>nd</sup> day of March, 2011
- by the City of Vancouver on the 3<sup>rd</sup> day of March, 2011
- by the District of West Vancouver on the 7<sup>th</sup> day of March, 2011
- by the City of White Rock on the 7<sup>th</sup> day of March, 2011
- by the Fraser Valley Regional District on the 22<sup>nd</sup> day of February, 2011
- by the Squamish-Lillooet Regional District on the 28<sup>th</sup> day of February, 2011

- by the South Coast British Columbia Transportation Authority on the 11<sup>th</sup> day of March, 2011



**PAULETTE A. VETLESON**  
**CORPORATE SECRETARY**



**LOIS E. JACKSON**  
**CHAIR**

# Vision Statement

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## **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.

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# 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.



FIGURE 1

# 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.

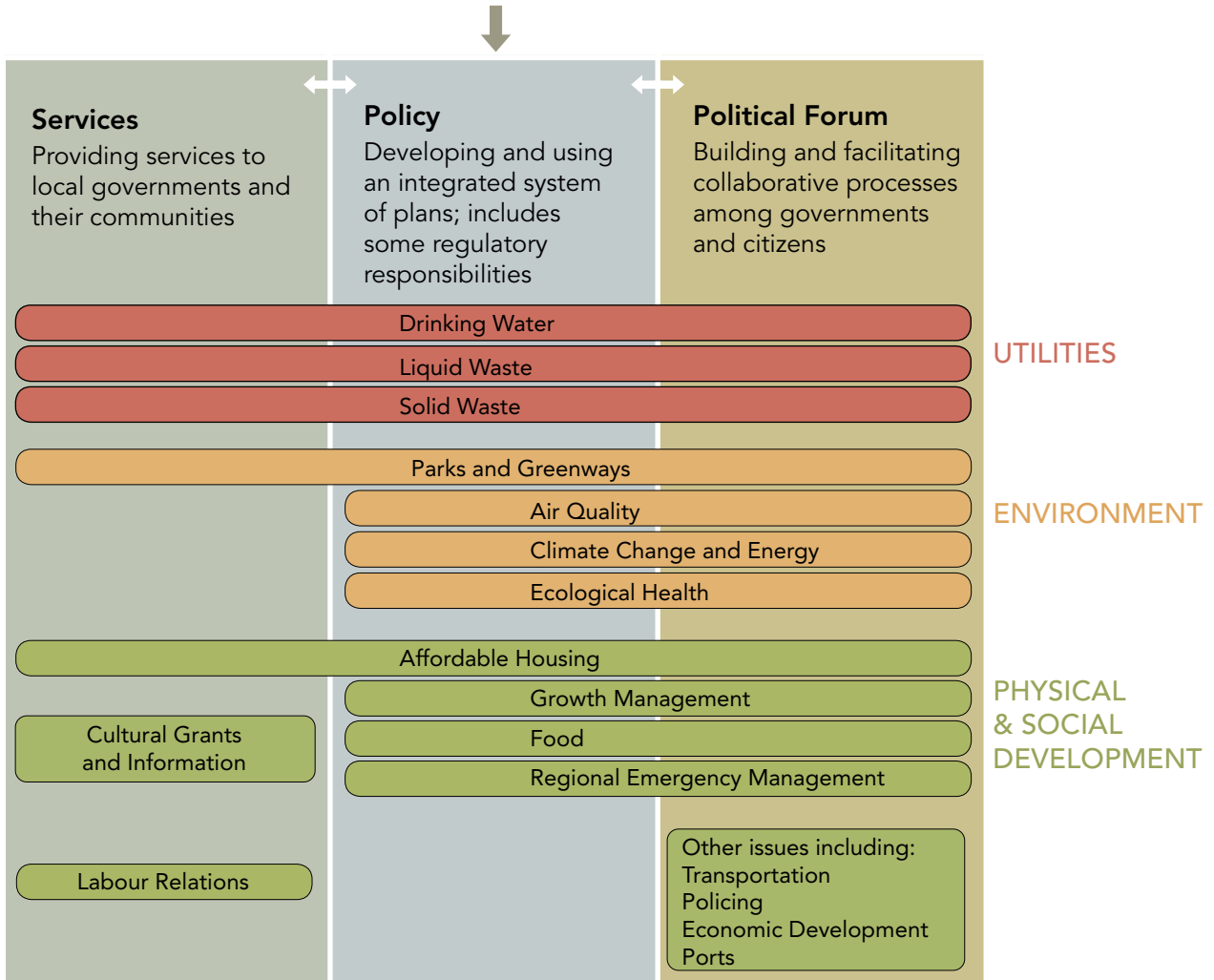
**METRO VANCOUVER ROLE AND MISSION** Serve the region and attain excellence in meeting these responsibilities. Plan for the future by developing and using an integrated system of plans. Facilitate collaboration with local governments and citizens.

**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:



Progress towards a sustainable region is measured by

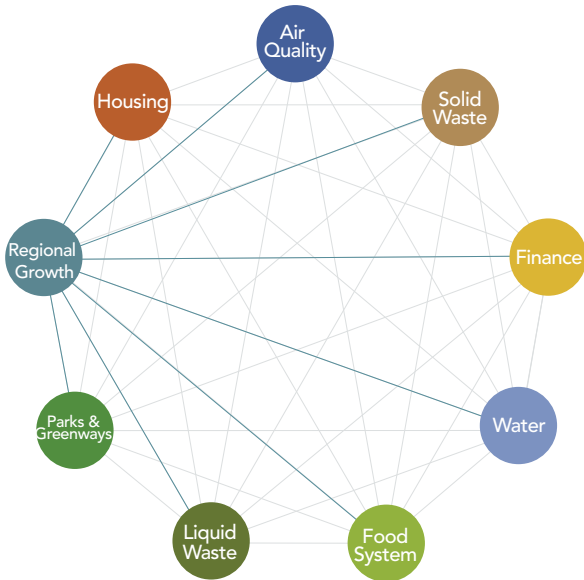
**METRICS, TARGETS and KEY DELIVERABLES**

which establish strategic priorities and key activities



# B Scope and Linkages to Other Plans

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”.



**FIGURE 2** Metro Vancouver’s Interconnected Plans

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 (maps shown as reference in Appendix B), sets out transportation strategies for the road and transit networks as well as other matters affecting the regional transportation system, in support of the Regional Growth Strategy, provincial and regional environmental objectives, and the economic development of the transportation service region. The Regional Growth Strategy and regional transportation plans must be mutually reinforcing to be successful.

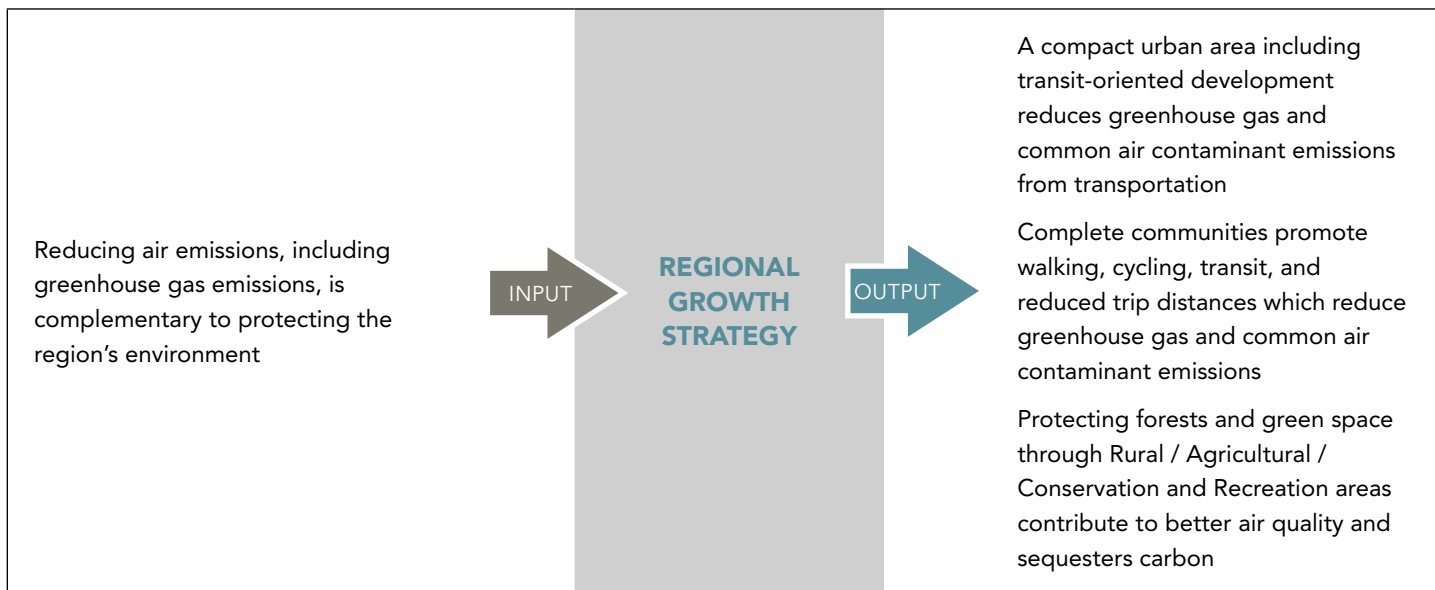
If and when First Nations develop land management plans, Metro Vancouver and the respective First Nations and adjacent municipalities should endeavour to coordinate with each other to ensure, to the extent possible, that the Regional Growth Strategy, municipal Official Community Plans, and First Nations’ 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, education and health facilities, which all have significant impacts on land use patterns. Both senior governments have funding responsibilities for affordable housing.

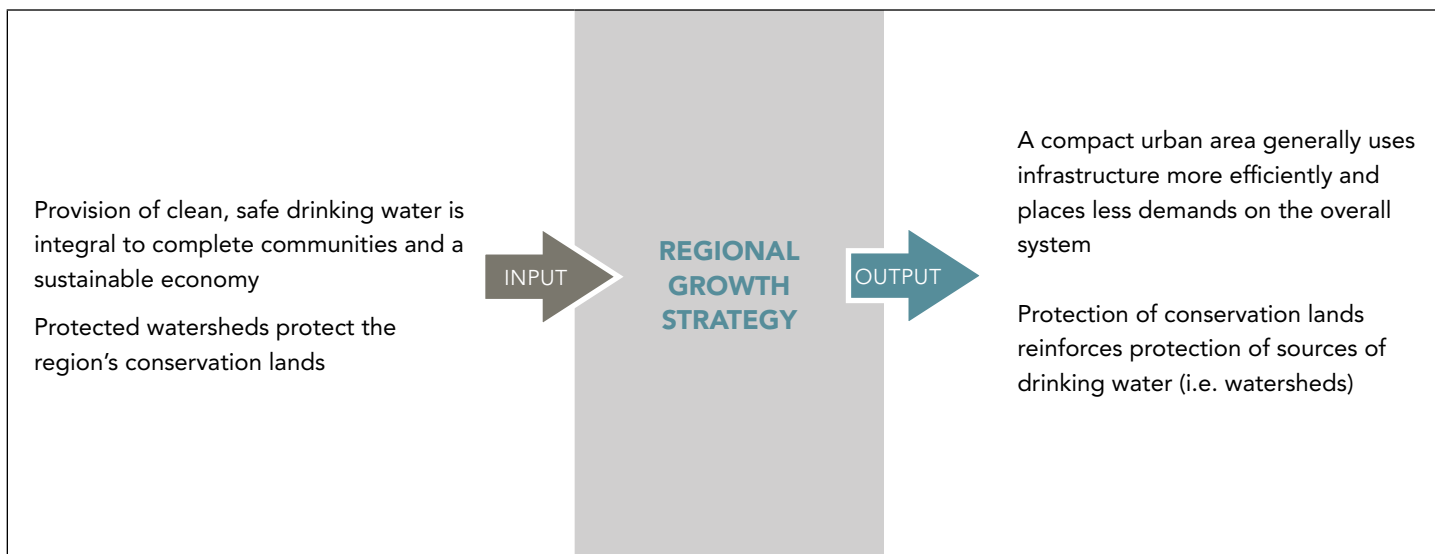
TABLE 1

# Linkages Between Metro Vancouver Plans

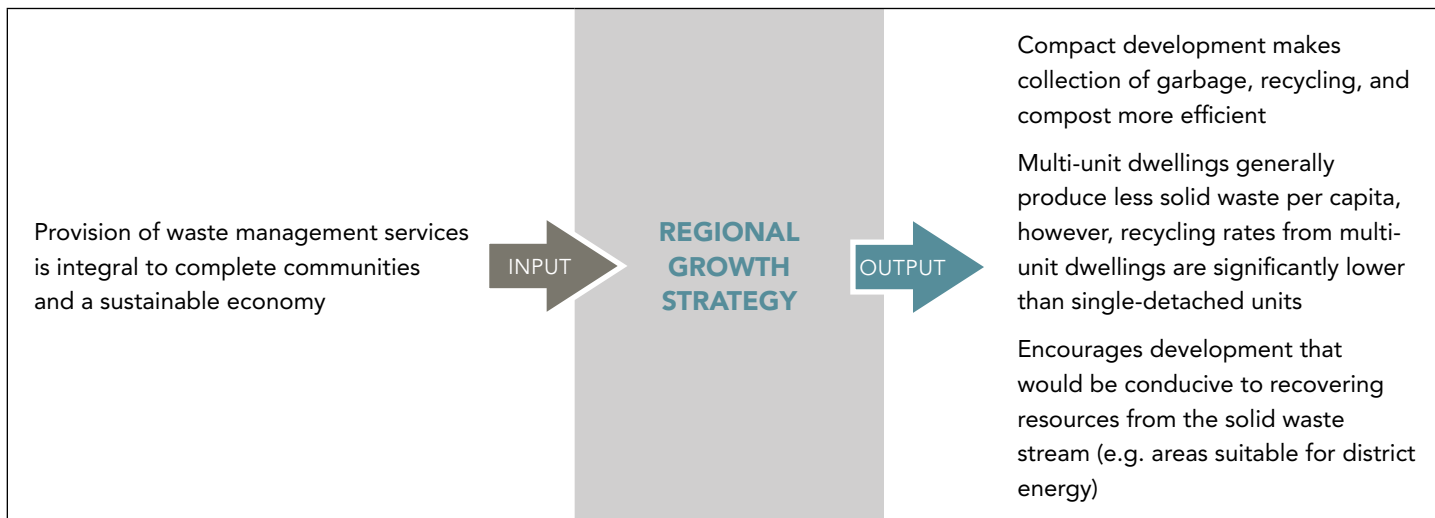
## AIR QUALITY MANAGEMENT PLAN



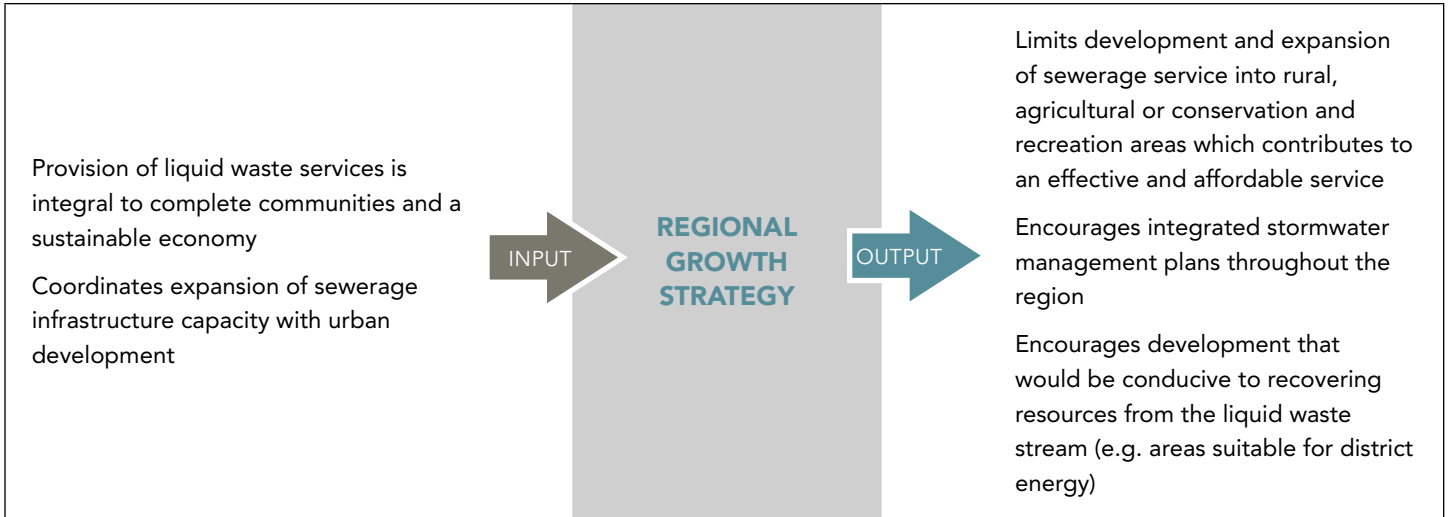
## DRINKING WATER MANAGEMENT PLAN



## INTEGRATED SOLID WASTE AND RESOURCE MANAGEMENT PLAN



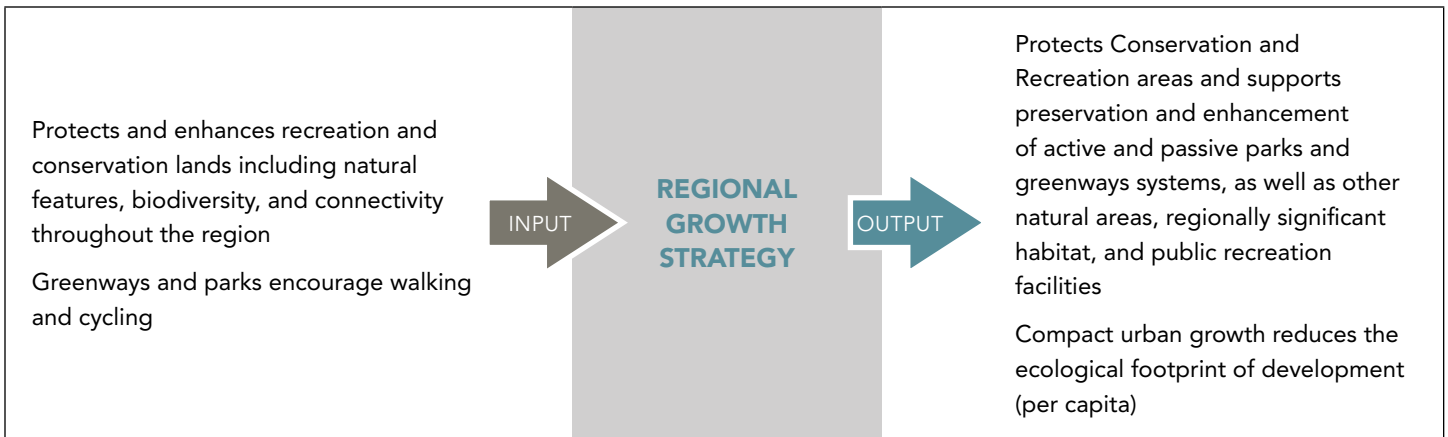
**INTEGRATED LIQUID WASTE AND RESOURCE MANAGEMENT PLAN**



**REGIONAL FOOD SYSTEM STRATEGY**



**PARKS AND GREENWAYS PLAN**



**AFFORDABLE HOUSING STRATEGY**



Note: Table for reference only, see section 6.13.2

# 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 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.



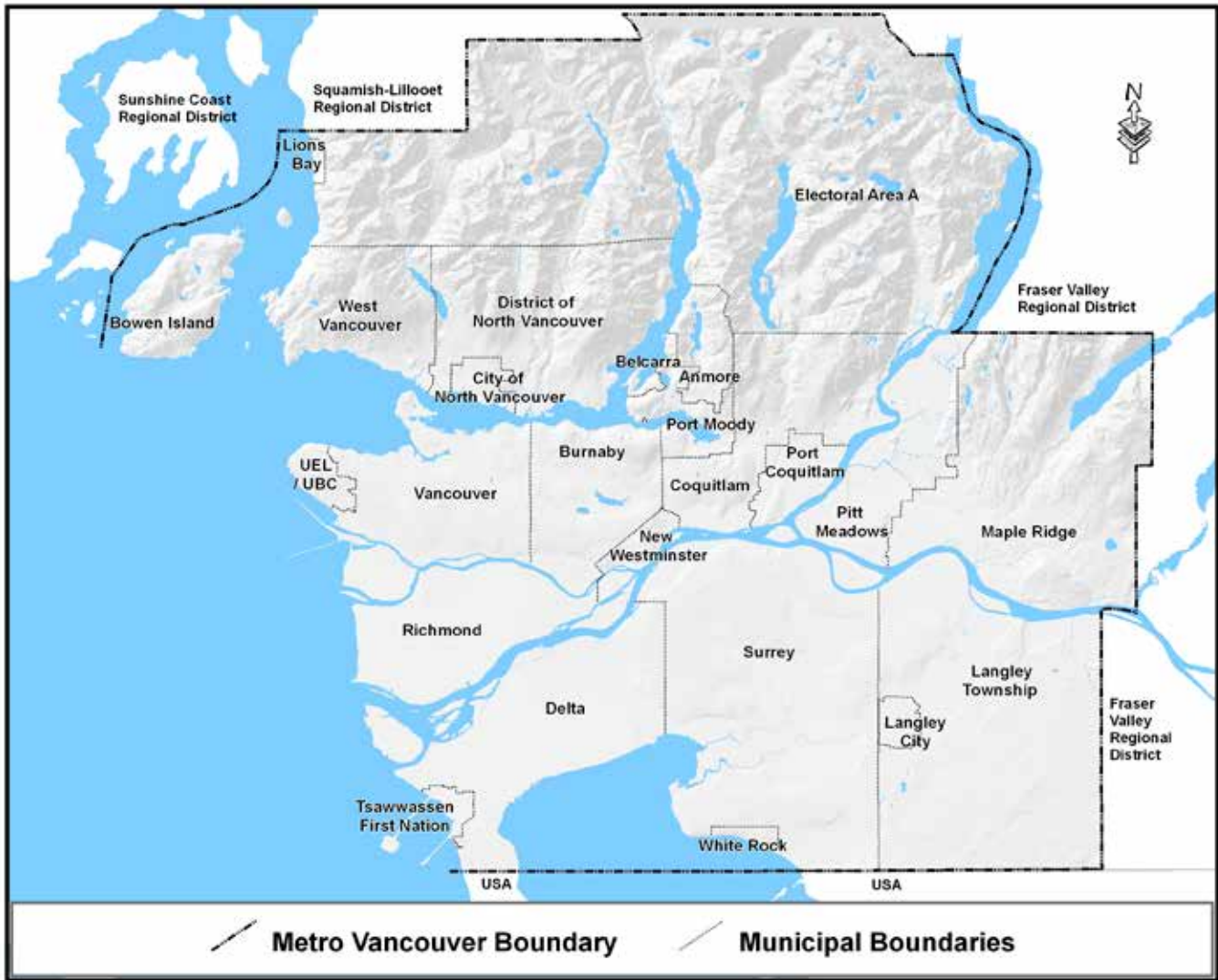
## GOAL 5

### 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 and overlays 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 and overlays 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 (not the parcel-based boundaries) of Urban Centre and Frequent Transit Development Area overlays, once defined by municipalities will be shown on Maps 2 and 4. The parcel-based boundaries of Urban Centre and Frequent Transit Development Area overlays, 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 reinforces the protection of agricultural, conservation and rural areas, and provides 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 Centre and Frequent Transit Development Area overlays and policies enable higher density residential and commercial development for General Urban areas, and higher density commercial development for Mixed Employment areas. Where overlays cover areas other than General Urban or Mixed Employment, the intent and policies of the underlying regional land use 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, 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. Maps 2 and 4 show the Urban Centres locations. 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).

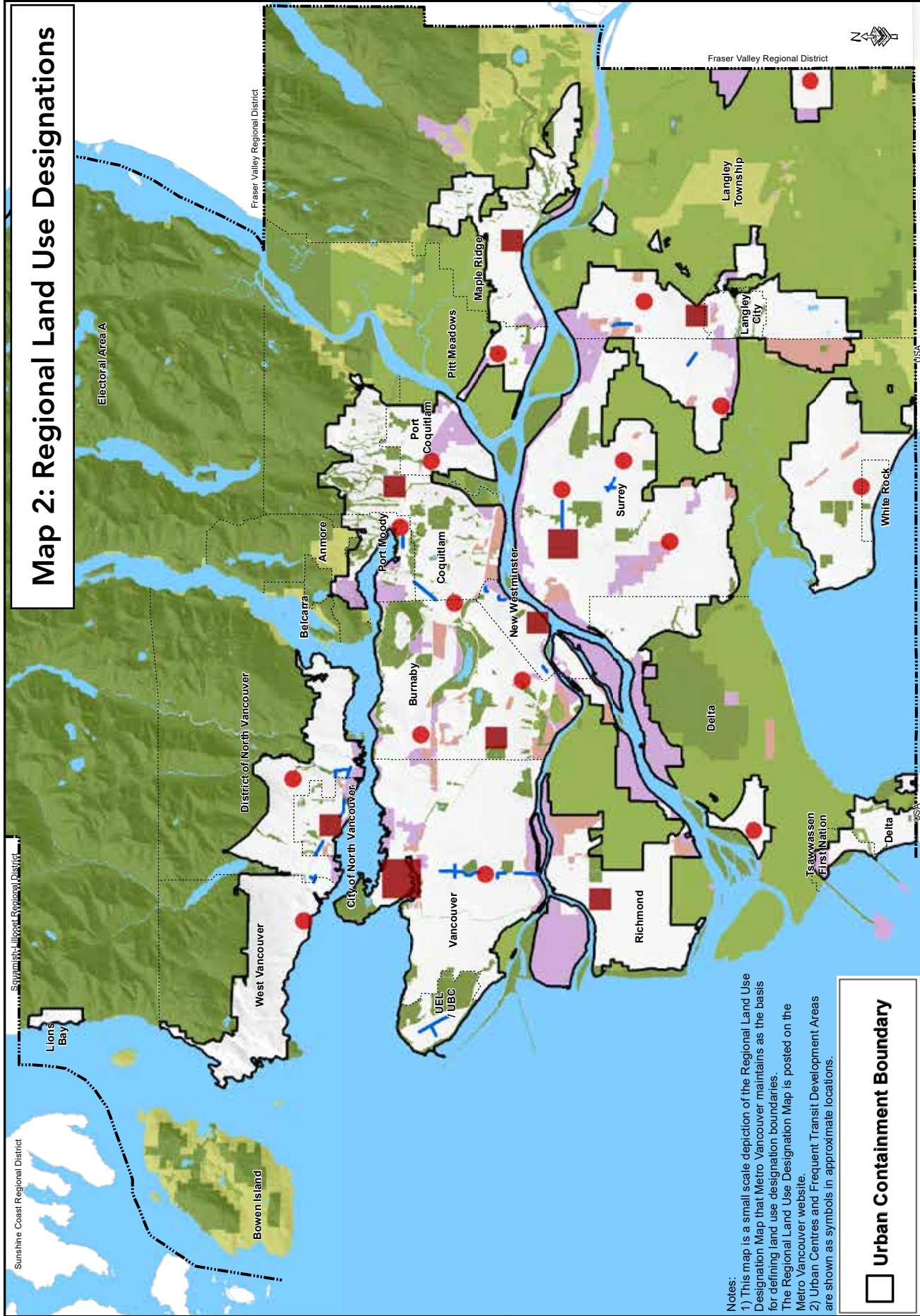
## Frequent Transit Development Areas

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, 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. Maps 2 and 4 will show the location of Frequent Transit Development Areas, once identified by municipalities in their Regional Context Statements. 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).





# 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 defining land use designation boundaries. The Regional Land Use Designation Map is posted on the Metro Vancouver website.  
 2) Urban Centres and Frequent Transit Development Areas are shown as symbols in approximate locations.

## Urban Containment Boundary

- Industrial
- Mixed Employment
- General Urban

- Metropolitan Core
- Surrey Metro Centre
- Regional City Centres
- Municipal/Town Centres
- Frequent Transit Development Areas

- Conservation & Recreation
- Agricultural
- Rural

- Boundaries
- Metro Vancouver
- Municipal

# E Goals, Strategies and Actions





# GOAL 1

## Create a Compact Urban Area

A commitment to a compact region reflects the recognition that sprawling urban development 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 allow connections to regional sewerage services to lands with a Rural, Agricultural or Conservation and Recreation regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the GVRD Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the GVRD Board's opinion, that new development is consistent with the underlying regional land use designation, and where the GVRD Board determines either:

- a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the goals of containing urban development within the Urban Containment Boundary, and protecting lands with a Rural, Agricultural or Conservation and Recreation regional land use designation.

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.

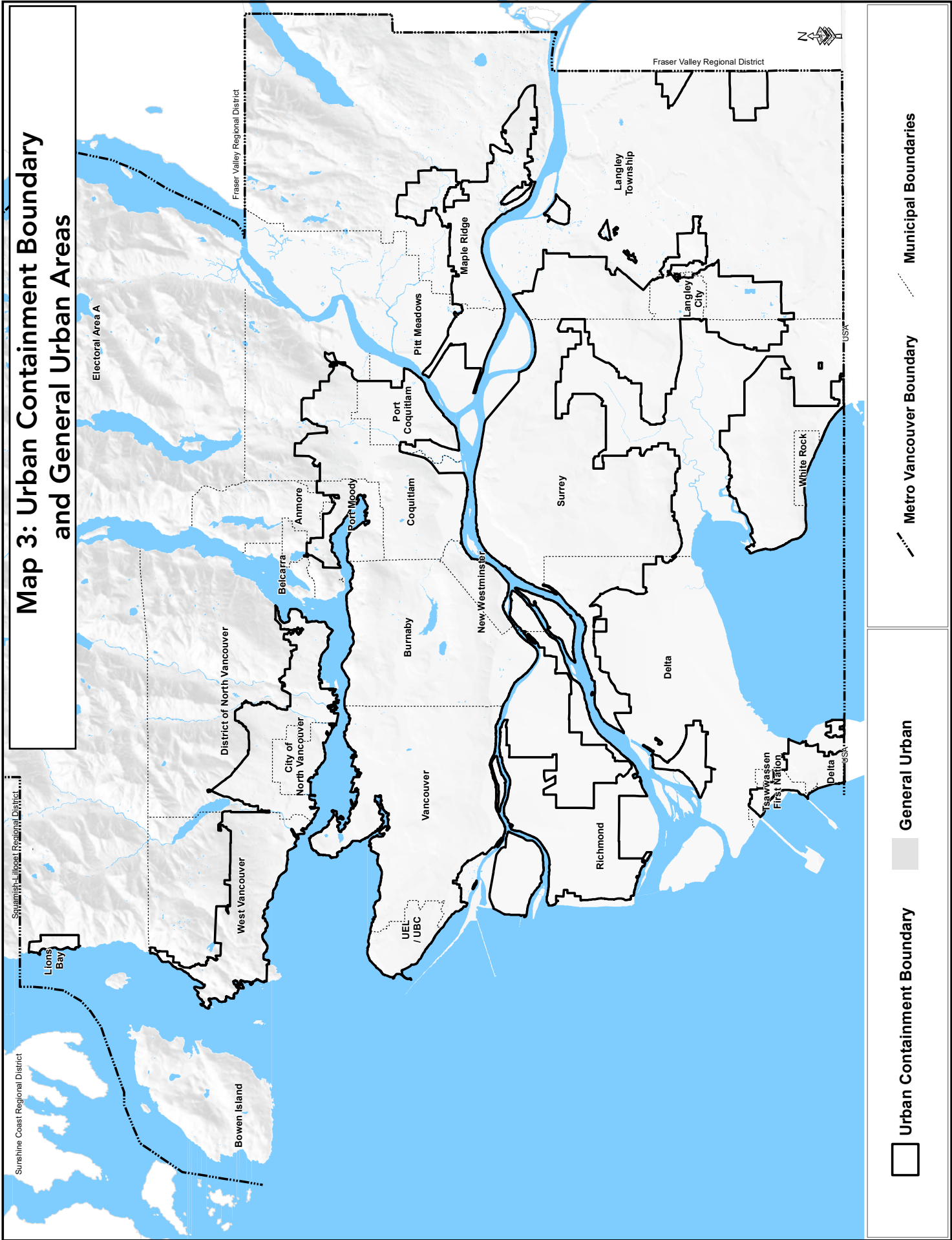
#### **Actions Requested of Other Governments and Agencies**

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) 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;
- 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 TransLink and the province, 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 Urban Centres and Frequent Transit Development Areas

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

| EMPLOYMENT                                | 2006             |             | TARGET           |             | TARGET           |             | TARGET           |             | GROWTH         |             |
|---|------------------|-------------|------------------|-------------|------------------|-------------|------------------|-------------|----------------|-------------|
|   | 2006             |             | 2021             |             | 2031             |             | 2041             |             | 2006-2041      |             |
|   | #                | %           | #                | %           | #                | %           | #                | %           | #              | %           |
| Metropolitan Core                         | 256,000          | 22%         | 286,000          | 20%         | 302,000          | 19%         | 313,000          | 18%         | 57,000         | 10%         |
| Surrey Metro Centre                       | 18,000           | 2%          | 31,000           | 2%          | 40,000           | 2%          | 49,000           | 3%          | 31,000         | 5%          |
| Regional City Centres                     | 124,000          | 11%         | 177,000          | 12%         | 208,000          | 13%         | 237,000          | 14%         | 113,000        | 19%         |
| Municipal Town Centres                    | 69,000           | 6%          | 107,000          | 7%          | 135,000          | 8%          | 163,000          | 9%          | 94,000         | 16%         |
| <b>Urban Centres Total</b>                | <b>467,000</b>   | <b>40%</b>  | <b>601,000</b>   | <b>42%</b>  | <b>685,000</b>   | <b>42%</b>  | <b>762,000</b>   | <b>43%</b>  | <b>295,000</b> | <b>50%</b>  |
| <b>Frequent Transit Development Areas</b> | <b>254,000</b>   | <b>22%</b>  | <b>323,000</b>   | <b>22%</b>  | <b>370,000</b>   | <b>23%</b>  | <b>412,000</b>   | <b>24%</b>  | <b>158,000</b> | <b>27%</b>  |
| All Other Areas                           | 437,000          | 38%         | 524,000          | 36%         | 567,000          | 35%         | 579,000          | 33%         | 142,000        | 24%         |
| <b>Metro Vancouver Total</b>              | <b>1,158,000</b> | <b>100%</b> | <b>1,448,000</b> | <b>100%</b> | <b>1,622,000</b> | <b>100%</b> | <b>1,753,000</b> | <b>100%</b> | <b>595,000</b> | <b>100%</b> |

Notes:

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



**TABLE 3**

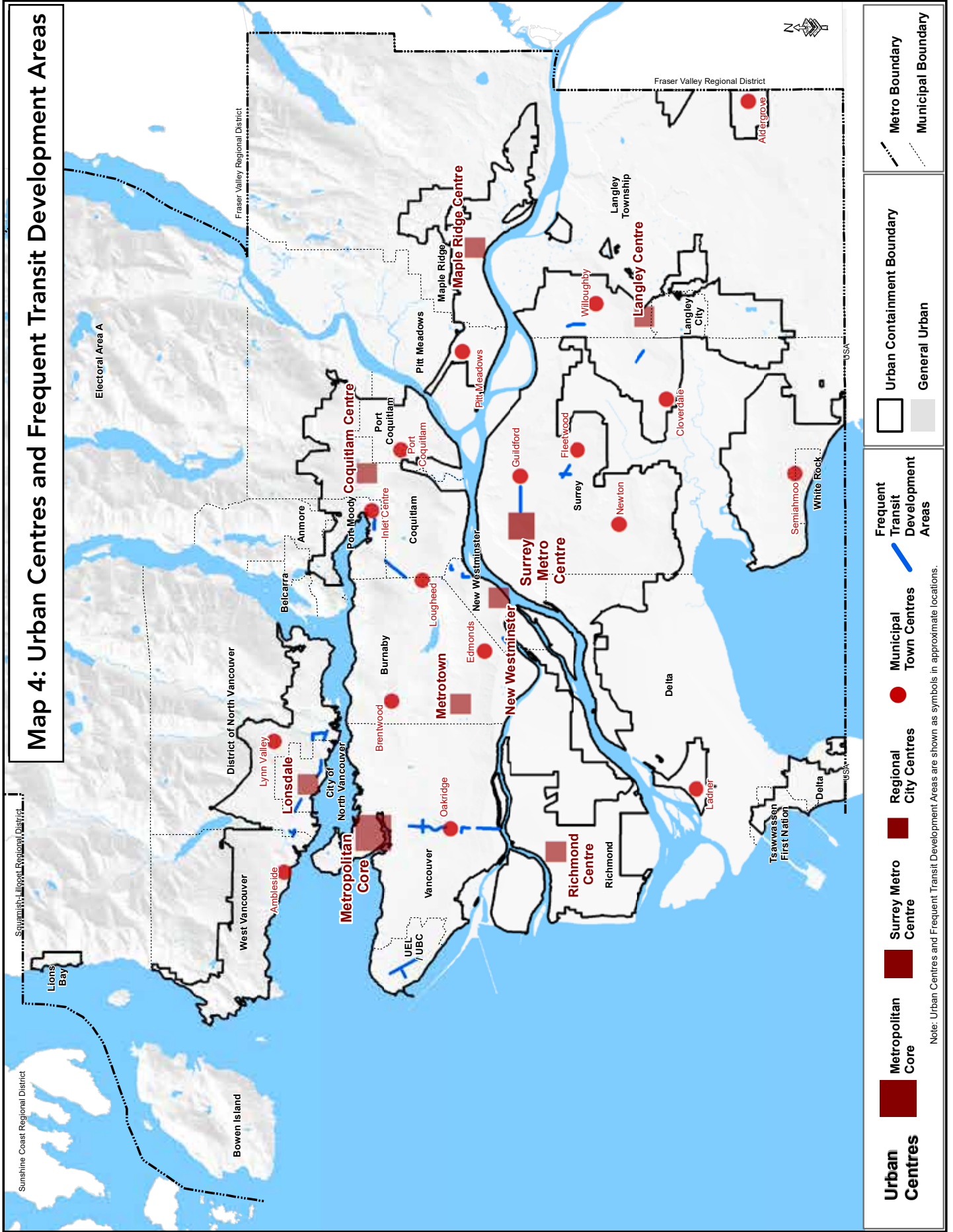
Guidelines for Urban Centres and Frequent Transit Development Areas

| TYPE OF URBAN CENTRES  | DESCRIPTION AND LAND USE CHARACTERISTICS  | TRANSPORTATION CHARACTERISTICS   |
|--|---|--|
| <p><b>Region-Serving Centres</b></p> <p><b>Metropolitan Core</b><br/><i>The Region's Downtown</i><br/>Downtown Vancouver and Central Broadway</p> <p><b>Surrey Metro Centre</b><br/><i>Centre of Activity South of the Fraser River</i></p> <p><b>Regional City Centre</b><br/><i>Major regional centres, serving Metro Vancouver's subregions</i><br/>Coquitlam, Langley, Lonsdale (North Vancouver), Maple Ridge, Metrotown (Burnaby), New Westminster, Richmond</p> | <ul style="list-style-type: none"> <li>• Locations identified on the Regional Land Use Designations map (Map 2)</li> <li>• 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</li> <li>• Regional-scale employment, services, business and commercial activities</li> <li>• Major institutional, community, cultural and entertainment uses</li> <li>• High and medium density housing (in General Urban only), including affordable housing choices</li> <li>• Industrial uses</li> <li>• Parks, greenspace and ecological areas</li> <li>• The Metropolitan Core is the principal business, employment, cultural and entertainment location for the region</li> <li>• Surrey Metro Centre and the Regional City Centres are major activity areas for the subregion</li> </ul> | <ul style="list-style-type: none"> <li>• Regional and/or subregional transportation hubs with multiple Frequent Transit Network connections</li> <li>• Provision of transit priority measures and other transit-supportive road infrastructure and operations</li> <li>• Major Road Network access</li> <li>• High quality, accessible walking and cycling environment</li> </ul>  |
| <p><b>Municipal Town Centre</b><br/><i>Hubs of activity within municipalities</i><br/>Aldergrove, Ambleside, Brentwood, Cloverdale, Edmonds, Guildford, Fleetwood, Inlet Centre, Ladner, Lougheed, Lynn Valley, Newton, Oakridge, Pitt Meadows, Port Coquitlam, Semiahmoo, Willoughby</p>  | <ul style="list-style-type: none"> <li>• Locations identified on the Regional Land Use Designations map (Map 2)</li> <li>• Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network</li> <li>• Employment, services, business and commercial activities, typically serving the municipal or local area</li> <li>• Institutional, community, cultural and entertainment uses</li> <li>• High and medium density housing (in General Urban only), including affordable housing choices</li> <li>• Industrial uses</li> <li>• Parks, greenspace and ecological areas</li> <li>• Services and activities oriented to the local needs of the surrounding communities</li> <li>• Municipal focus for community and cultural activities</li> </ul>   | <ul style="list-style-type: none"> <li>• Local transportation hubs with existing Frequent Transit Network service or potential for Frequent Transit Network service as warranted by ridership demand</li> <li>• Provision of transit priority measures and other transit-supportive road infrastructure and operations</li> <li>• Major Road Network access</li> <li>• High quality, accessible walking and cycling environment</li> </ul> |
| <p><b>Frequent Transit Development Areas</b><br/><i>Focal areas for growth in alignment with TransLink's Frequent Transit Network</i></p>  | <ul style="list-style-type: none"> <li>• Locations determined by municipalities, in consultation with TransLink, in accordance with local area plans</li> <li>• Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network</li> <li>• Focus for medium and higher density housing (in General Urban only), including affordable housing choices, and mixed uses with concentrated growth at appropriate locations along TransLink's Frequent Transit Network</li> <li>• Employment, services, business and commercial activities, and may include cultural, institutional, and community uses, typically serving the local area</li> <li>• Industrial uses</li> <li>• Parks, greenspace and ecological areas</li> </ul>   | <ul style="list-style-type: none"> <li>• Existing or planned Frequent Transit Network service</li> <li>• Provision of transit priority measures and other transit-supportive road infrastructure and operations</li> <li>• High quality, accessible walking and cycling environment</li> </ul>   |

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 (busways/rail) and frequent local and limited stop transit services. For more information refer to Appendix Map B.1: Frequent Transit Network Concept (provided by TransLink).
- 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 Appendix Map B.2: Major Road Network, Highways and Gateways (provided by TransLink).

**Map 4: Urban Centres and Frequent Transit Development Areas**



|                      |                          |                            |                              |                               |   |                                   |                       |
|----------------------|--------------------------|----------------------------|------------------------------|-------------------------------|---|-----------------------------------|-----------------------|
| <b>Urban Centres</b> | <b>Metropolitan Core</b> | <b>Surrey Metro Centre</b> | <b>Regional City Centres</b> | <b>Municipal Town Centres</b> | <b>Frequent Transit Development Areas</b> | <b>Urban Containment Boundary</b> | <b>Metro Boundary</b> |
|                      |                          |                            |                              |                               |   |                                   |                       |
| <b>General Urban</b> |                          |                            |                              |                               |   |                                   |                       |

Note: Urban Centres and Frequent Transit Development Areas are shown as symbols in approximate locations.



## 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 to not allow connections to regional sewerage services to lands with a Rural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the GVRD Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the GVRD Board's opinion, that new development is consistent with the Rural regional land use designation and where the GVRD Board determines either:

- a) that the connection to regional sewerage services the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Rural regional land use designation from urban development.

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.



# Map 5: Rural Areas









# 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 major 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 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:
- fiscal measures to reinforce the attraction of investment and employment to locations identified in Action 2.1.3;
  - 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, Special 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:
- include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;
  - 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;
  - include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;
  - show how the economic development role of Special Employment Areas, 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

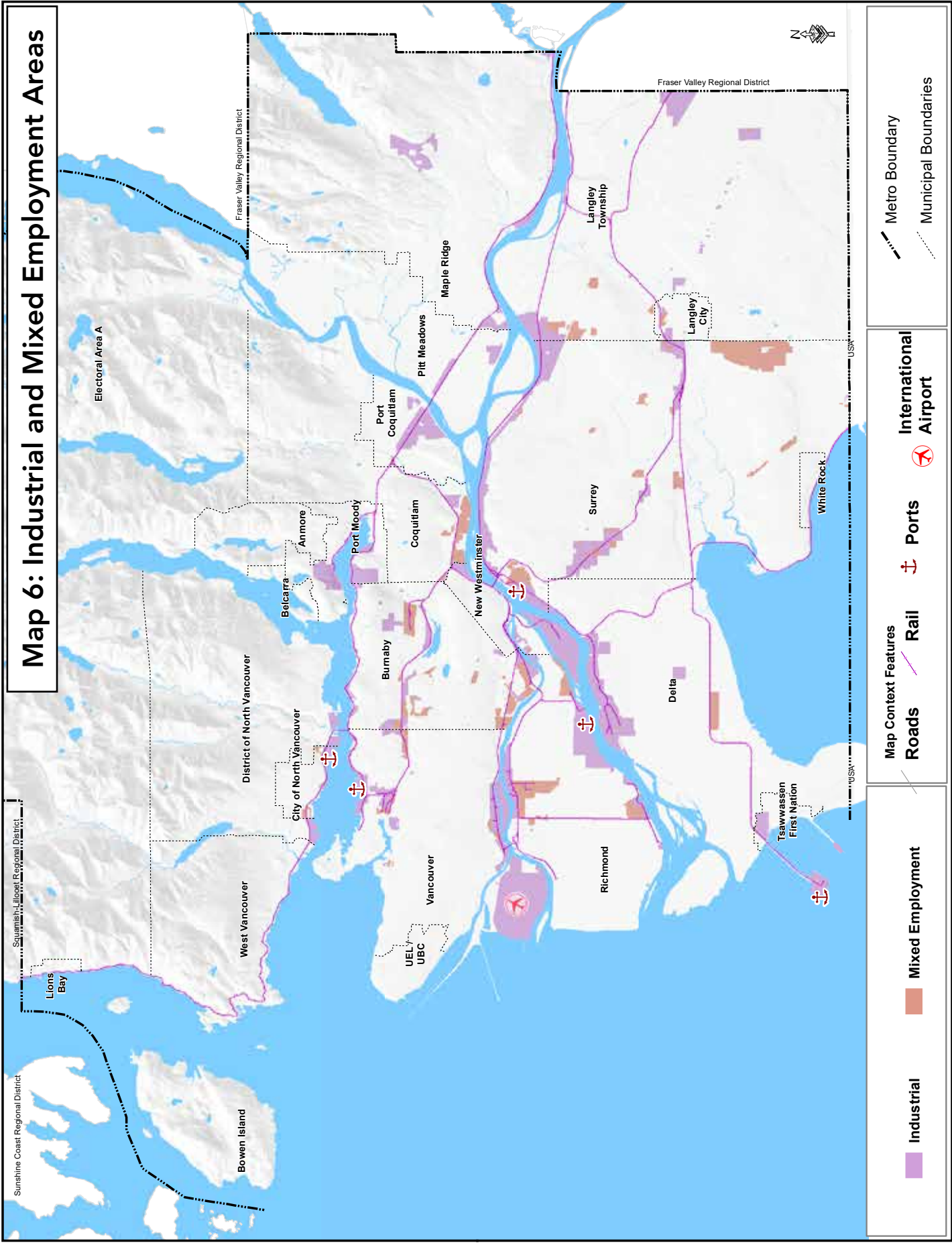
areas, including potential intensification policies for industrial activities, where appropriate;

- 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 where an expansion of transit service has been identified in TransLink's strategic transportation plans 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 allow connections to regional sewerage services to lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the GVRD Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the GVRD Board's opinion, that new development is consistent with the underlying Agricultural regional land use designation and where the GVRD Board determines either:

- a) that the connection to regional sewerage services the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect the supply of agricultural land and promoting agricultural viability with an emphasis on food production.

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 Agricultural 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, with an emphasis on 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, with an emphasis on 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.



Photo © Sharon Doucette

# Map 7: Agricultural Areas



Note: The Agricultural Land Reserve boundary and the Regional Growth Strategy Agricultural land use designation do not always coincide. Any Metro Vancouver Regional Park within the Agricultural Land Reserve has been designated as Conservation and Recreation in the Regional Growth Strategy.

**Agricultural**



**Metro Vancouver Boundary**



**Municipal Boundaries**







# 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 recreation and healthy lifestyle opportunities for residents and visitors. 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 other natural hazards such as flooding, mudslides, interface fires, and earthquakes.

### 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 allow connections to regional sewerage services to lands with a Conservation and Recreation regional land use designation.

Notwithstanding this general rule, in the exceptional circumstances specified below, the GVRD Board will advise the GVS&DD Board that it may consider such a connection for existing development or for new development where, in the GVRD Board's opinion, that new development is consistent with the underlying Conservation and Recreation regional land use designation and where the GVRD Board determines either:

- a) that the connection to regional sewerage services the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or
- b) that the connection to regional sewerage services would have no significant impact on the strategy to protect lands with a Conservation and Recreation regional land use designation.

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 agricultural use, primarily soil-based;
- c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas.



### **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.



# Map 8: Conservation and Recreation Areas



Conservation and Recreation

Metro Vancouver Boundary  
Municipal Boundaries



## 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.

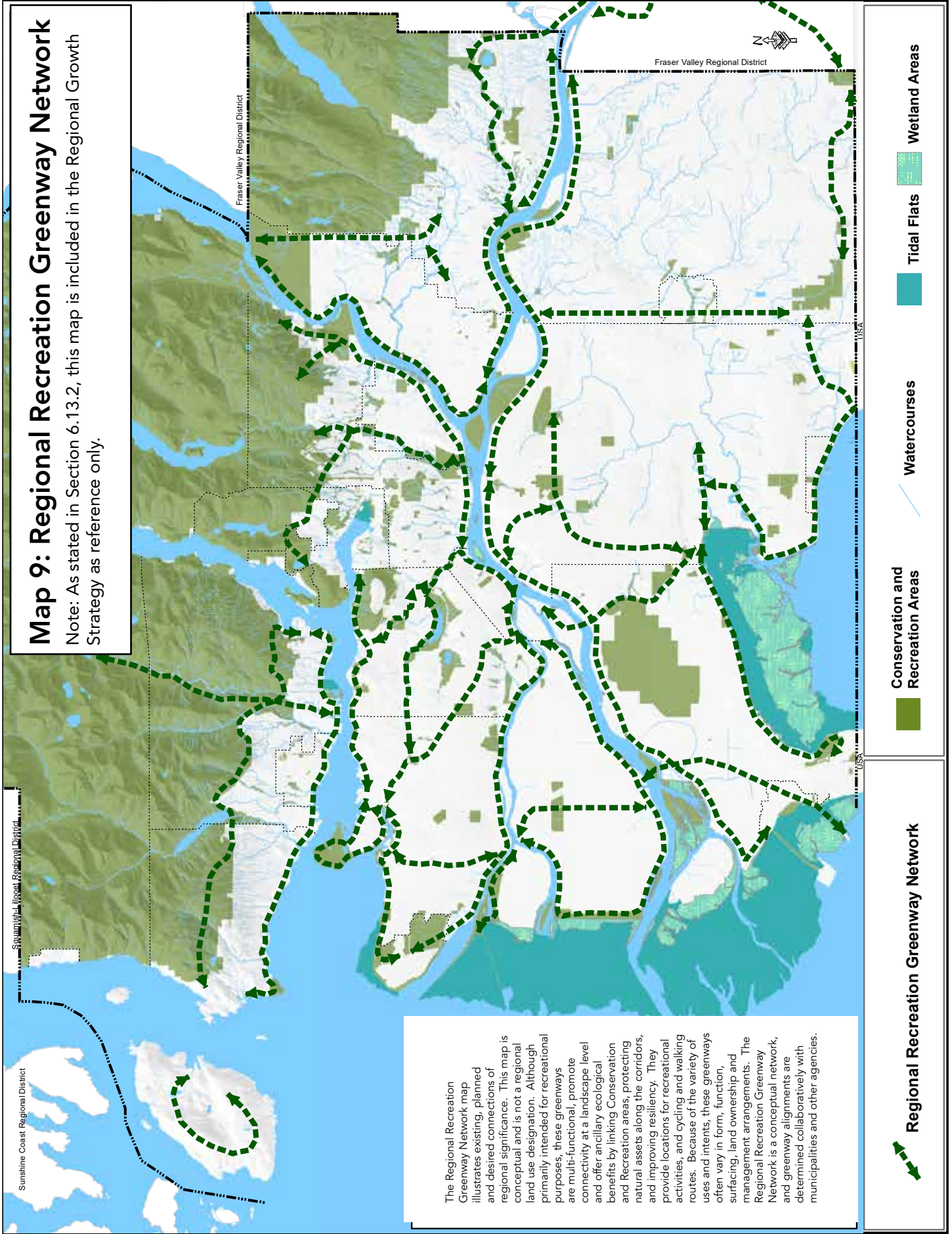
3.2.6 Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and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







# Map 9: Regional Recreation Greenway Network

Note: As stated in Section 6.13.2, this map is included in the Regional Growth Strategy as reference only.

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.

## Regional Recreation Greenway Network

-  Conservation and Recreation Areas
-  Watercourses
-  Tidal Flats
-  Wetland Areas

Note: Map for reference only, see section 6.13.2.

# Map 10: Natural Features and Land Cover

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 that contribute to regional targets to reduce greenhouse gas emissions by 45 percent below 2010 levels by 2030 and to achieve a carbon neutral region 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 geexchange 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, in collaboration with Metro Vancouver and municipalities, 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.

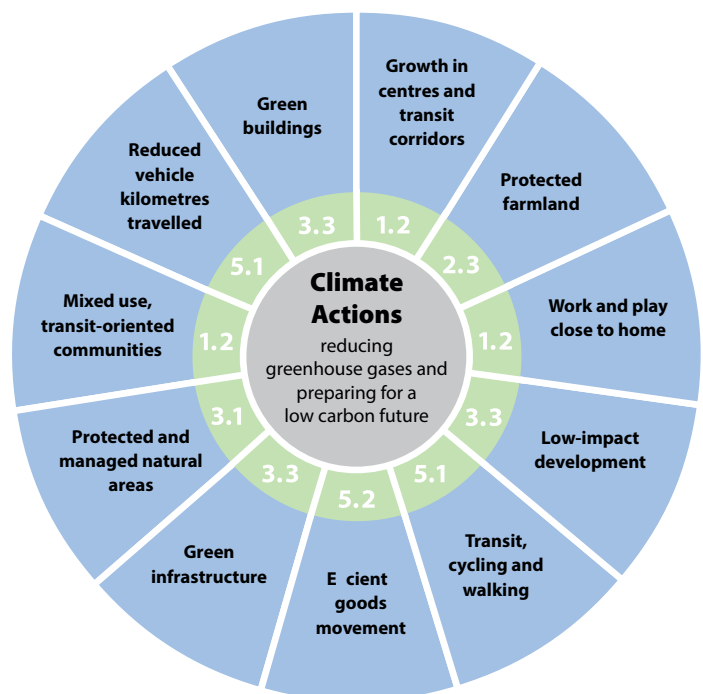
3.3.6 That TransLink pursue reductions of common air contaminants and greenhouse gas emissions from on-road transportation sources in support of regional air quality objectives and greenhouse gas reduction targets.

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 Table A.4, 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) encourage the supply of new rental housing and where appropriate 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 the 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, education facilities and affordable housing development 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 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;
- 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.

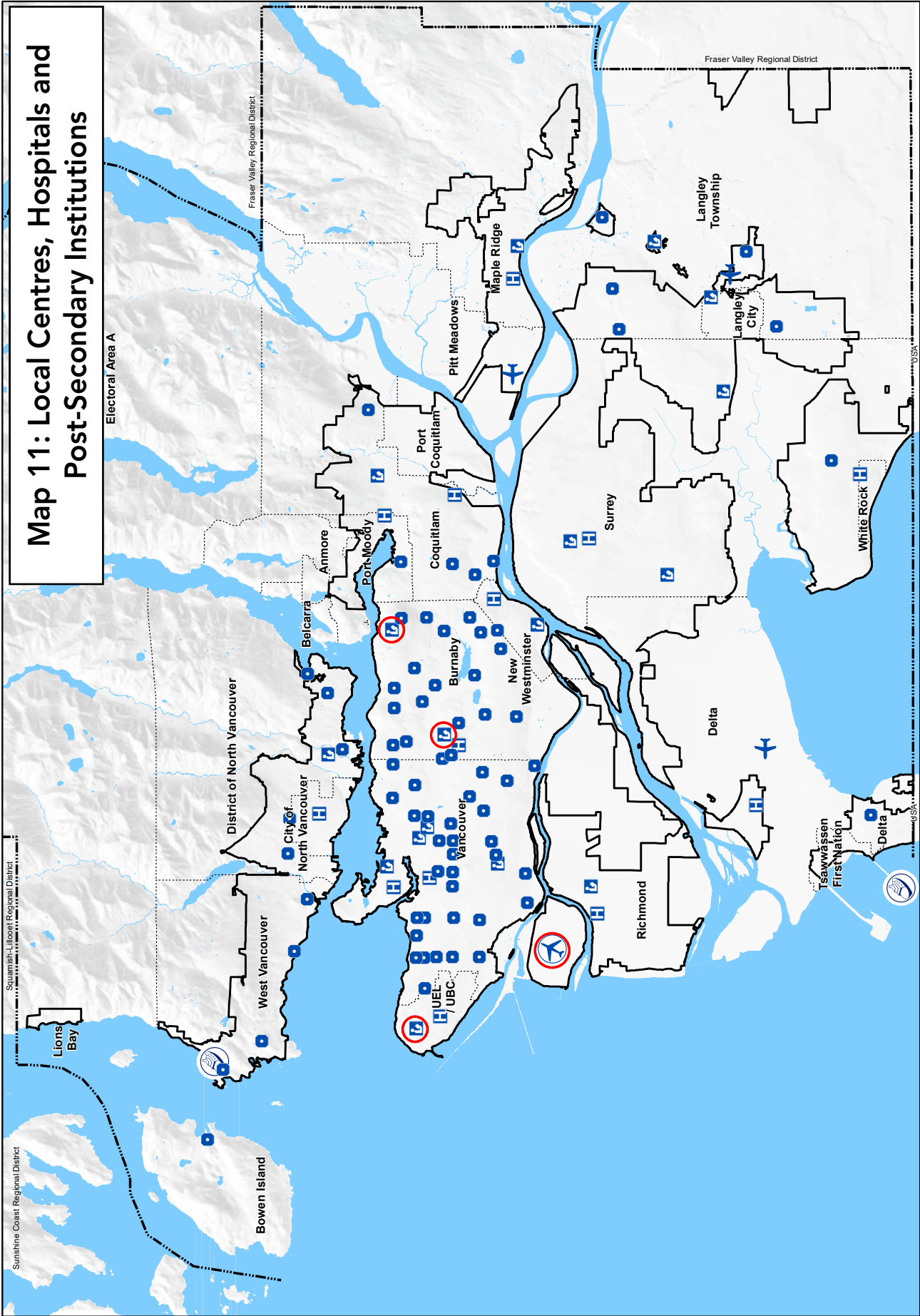
#### Actions Requested of Other Governments and Agencies

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, education facilities and affordable housing development 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 and Special Employment Areas, consistent with TransLink's strategic transportation plans.

# Map 11: Local Centres, Hospitals and Post-Secondary Institutions



-  Special Employment Areas
-  International Airport
-  Local Centre
-  Post Secondary
-  Hospital
-  Local Airport
-  Ferry
-  Metro Vancouver
-  Municipal Boundaries





POWER OFF

MEAL CONVENIENCE STORE

Coca-Cola

Free My Mikes

ATM

ATM



# 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 are 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 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 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 in support of the Regional Growth Strategy, Metro Vancouver's air quality objectives and greenhouse gas emission reduction targets, and the economic development of the region;

- The role of the Regional Transportation Commissioner is to review TransLink's strategic transportation plans and may comment on the degree that the strategic transportation plans support the Regional Growth Strategy, Metro Vancouver's air quality objectives and greenhouse gas emission reduction targets, and the economic development of the region; 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's 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:

- 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;
- 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;

- 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:

- 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);
- 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 inter-regional 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, Special Employment Areas, ports, airports, and international border crossings;
- 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;
- 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, ports, 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

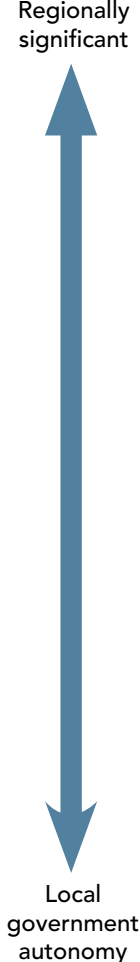
## 6.1 Regional Growth Strategy Implementation Framework

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 in 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



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

Note: Table for reference only, see section 6.13.2

## 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



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 refuses 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, the Metro Vancouver Board's 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 (or their equivalent Official Community Plan designation) 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 two 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 is 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.

**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 50% + 1 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, 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, that do not alter the intent of the Regional Growth Strategy;
- i) amendments to mapping to incorporate maps included in accepted Regional Context Statements;
- j) 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 the Metro Vancouver Board. Municipalities may, by resolution, request amendments. The Metro Vancouver Board will not give first reading to an amendment bylaw which proposes to change a regional land use designation or Urban Containment Boundary 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 the proposed amendment.

### **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 days for affected local governments, and the 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 days;
- d) if the proposed amendment is to change a site from Industrial or Mixed Employment to General Urban land use designation, provide written notice and a minimum of 30 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 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 3rd, 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 until the date Tsawwassen First Nation amends or replaces that land use plan after the Effective Date. Section 6.2.1 does not apply to Tsawwassen First Nation. A land use plan prepared by Tsawwassen First Nation after the Effective Date will include a statement equivalent to a Regional Context Statement as defined in the *Local Government Act*, identifying how its land use plan is consistent with 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-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. Metro Vancouver will seek formal Implementation Agreements with these agencies to give effect to that intent.

## 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.

6.8.2 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.

6.8.3 For lands with a Rural, Agricultural, or Conservation and Recreation regional land use designation, policies 1.1.1, 1.3.1, 2.3.1, and 3.1.1 apply regardless of whether the area is within one of the GVS&DD's sewerage areas.

With reference to Sections 1.1.1, 1.3.1, 2.3.1, and 3.1.1, in determining whether, in the circumstances, connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk, the GVRD Board will consider the opinion of a professional, as such term is defined in the Sewerage System Regulation 326/2004 pursuant to the *Public Health Act* (British Columbia), or if appropriate a qualified professional, as such term is defined in Municipal Wastewater Regulation 87/2012 pursuant to the *Environmental Management Act* (British Columbia), submitted by the member municipality as to the technical and economic feasibility of installing and maintaining a private on-site sewage treatment system in accordance with all laws and regulations applicable in British Columbia. The GVRD Board may also obtain its own opinion from a professional and consider such opinion.



## 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.

6.9.2 All connections to regional sewerage services approved by the GVRD Board as per *Metro 2040* Sections 1.1.1, 1.3.1, 2.3.1, and 3.1.1 will be contained within a sewerage area footprint boundary as determined by the GVRD and GVS&DD Boards. Any sewerage service connection outside of that boundary will require GVRD Board and GVS&DD Board approval.

6.9.3 The GVRD Board has adopted guidelines titled, “*Metro Vancouver 2040: Shaping Our Future Implementation Guideline #7 - Extension of Regional Sewerage Services*” to assist in the implementation of Regional Growth Strategy policies regarding the provision of regional sewerage services.

## 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 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.

6.12.5 Notwithstanding section 6.12.4, provided that a council resolution requesting that Metro Vancouver add or expand an RGS Special Study Area exists as of the date of adoption of this Regional Growth Strategy on July 29, 2011, Special Study Areas may be added or expanded to overlay lands within the Urban Containment Boundary that are designated General Urban, Industrial or Mixed Employment.

## 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: Tables 1, 4, Figures 1, 2, 3, 4 and Maps 1, 9,10.

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 the Performance Measures section and in meeting other targets set out in the Regional Growth Strategy.

## 6.14 Interpretation

6.14.1 In this document, unless the context requires otherwise, 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').

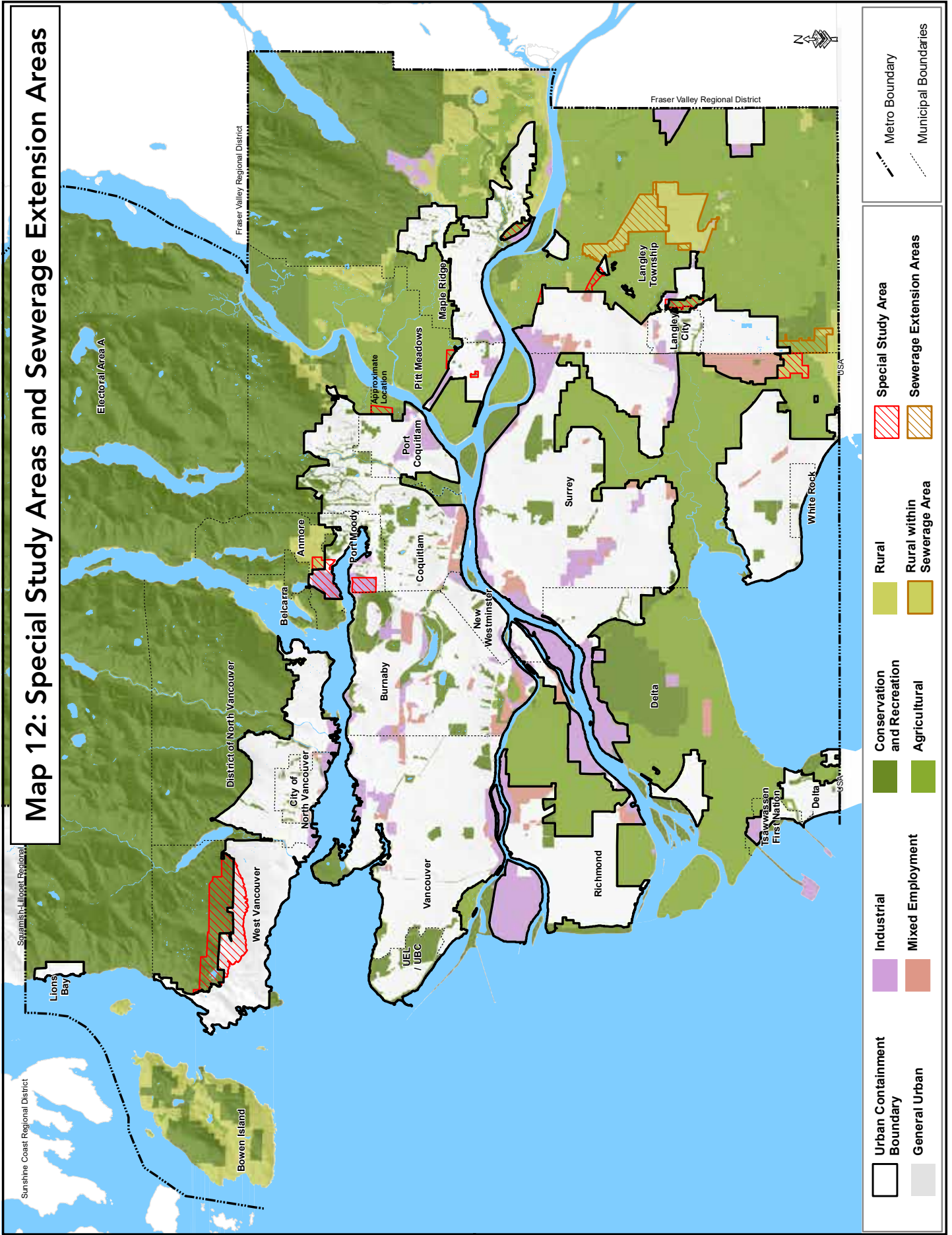
6.14.4 For the purposes of this Regional Growth Strategy, the Tsawwassen First Nation is considered to be a member municipality.

## 6.15 Guidelines

6.15.1 The Metro Vancouver Board may periodically prepare guidelines to assist in the implementation of the Regional Growth Strategy, 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.



# Map 12: Special Study Areas and Sewerage Extension Areas



# G Performance Monitoring

Performance monitoring allows for the informed review and update of the regional growth strategy as required. Metro Vancouver will produce annual reports on implementation of the regional growth strategy and progress towards its goals using the following measures. Some measures can be monitored in the short-term (1-2 years) while others can be monitored in the medium term (3-5 years).

## Regional Land Use Designations

### REGIONAL DESIGNATIONS AND OVERLAYS

As measured by:

- total and cumulative change in hectares of land in each of the six regional land use designations
- total and cumulative change in hectares of land in the Urban Containment Boundary
- total and cumulative change in number of Urban Centres
- total and cumulative change in number of Frequent Transit Development Areas

Short-term measure.

## Goal 1: Create a Compact Urban Area

### URBAN CONTAINMENT

As measured by:

- percent of regional dwelling unit growth located within the Urban Containment Boundary

Short-term estimate & medium-term cumulative measure.

### GROWTH IN PRIORITY AREAS

As measured by:

- percent of regional dwelling unit growth located in Urban Centres
- percent of regional dwelling unit growth located in Frequent Transit Development Areas

Short-term estimate & medium-term cumulative measure.

## Goal 2: Support a Sustainable Economy

### EMPLOYMENT IN PRIORITY AREAS

As measured by:

- percent of regional employment growth located in Urban Centres
- percent of regional employment growth located in Frequent Transit Development Areas

Medium-term measure.

### EMPLOYMENT ACCESSIBILITY

As measured by:

- average number of kilometres travelled for commute region-wide
- average number of minutes travelled for commute region-wide

Medium-term measure.

### INDUSTRIAL AND MIXED EMPLOYMENT AREAS

As measured by:

- percent of land designated Industrial and Mixed Employment that is developed

Medium-term measure.

### AGRICULTURAL AREAS

As measured by:

- percent of land designated Agricultural that is actively farmed

Medium-term measure.



## Goal 3: Protect the Environment and Respond to Climate Change Impacts

### ECOSYSTEM HEALTH

As measured by:

- hectares of land inventoried as a Sensitive or Modified Ecosystem
- percent of inventoried Sensitive and Modified Ecosystems rated high quality

Medium-term measure.

### CLIMATE CHANGE MITIGATION

As measured by:

- tonnes and percent of regional greenhouse gas emissions produced by building and on-road transportation sources

Medium-term measure.

### CLIMATE CHANGE PREPAREDNESS

As measured by:

- climate adaptation planning efforts (proxy measure)

Short-term measure.

## Goal 4: Develop Complete Communities

### HOUSING AFFORDABILITY

As measured by:

- percent of median household income spent on average housing and transportation cost

Medium-term measure.

### HOUSING DIVERSITY

As measured by:

- share of estimated regional rental housing demand achieved in new supply

Short-term measure.

### COMPLETE COMMUNITIES AND HEALTH

As measured by:

- walkability

Medium-term measure.

## Goal 5: Support Sustainable Transportation Choices

### TRAVEL MODE CHOICE

As measured by:

- percent of total trips that are private vehicle-based
- percent of residents within walking distance of the Frequent Transit Network

Medium-term measure.

### ROAD AND VEHICLE USE AND SAFETY

As measured by:

- annual per capita vehicle kilometres travelled

Medium-term measure.

# Appendix A

TABLE A.1

Revised 2015 to incorporate projection figures contained in accepted Regional Context Statements

| SUBREGION<br>MUNICIPALITY      | TOTAL POPULATION |                  |                  |                  | TOTAL DWELLING UNITS |                  |                  |                  | TOTAL EMPLOYMENT |                  |                  |                  |
|--------------------------------|------------------|------------------|------------------|------------------|----------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
|                                | 2011             | 2021             | 2031             | 2041             | 2011                 | 2021             | 2031             | 2041             | 2011             | 2021             | 2031             | 2041             |
| <b>Metro Vancouver Total</b>   | <b>2,356,000</b> | <b>2,788,000</b> | <b>3,152,000</b> | <b>3,443,000</b> | <b>890,000</b>       | <b>1,112,000</b> | <b>1,287,000</b> | <b>1,423,000</b> | <b>1,209,000</b> | <b>1,424,000</b> | <b>1,626,000</b> | <b>1,773,000</b> |
| Burnaby, New Westminster       | 295,000          | 350,000          | 406,000          | 447,000          | 117,400              | 154,900          | 178,600          | 196,300          | 169,600          | 189,000          | 233,000          | 251,000          |
| Burnaby                        | 227,700          | 270,000          | 314,000          | 345,000          | 86,800               | 117,800          | 136,000          | 149,300          | 140,900          | 152,000          | 189,000          | 203,000          |
| New Westminster                | 67,300           | 80,000           | 92,000           | 102,000          | 30,600               | 37,100           | 42,600           | 47,000           | 28,700           | 37,000           | 44,000           | 48,000           |
| Langley City, Langley Township | 131,900          | 174,140          | 220,150          | 249,000          | 48,600               | 65,800           | 85,300           | 96,800           | 70,500           | 92,000           | 110,000          | 125,000          |
| Langley City                   | 25,600           | 30,140           | 34,150           | 38,000           | 11,300               | 13,800           | 16,300           | 18,800           | 18,000           | 21,000           | 23,000           | 25,000           |
| Langley Township               | 106,300          | 144,000          | 186,000          | 211,000          | 37,300               | 52,000           | 69,000           | 78,000           | 52,500           | 71,000           | 87,000           | 100,000          |
| Maple Ridge, Pitt Meadows      | 95,900           | 107,600          | 122,800          | 141,500          | 34,800               | 44,200           | 52,900           | 55,200           | 29,100           | 43,000           | 51,200           | 53,700           |
| Maple Ridge                    | 77,600           | 87,600           | 100,800          | 118,000          | 28,000               | 36,100           | 43,700           | 45,000           | 23,300           | 34,000           | 41,000           | 42,500           |
| Pitt Meadows                   | 18,300           | 20,000           | 22,000           | 23,500           | 6,800                | 8,100            | 9,200            | 10,200           | 5,800            | 9,000            | 10,200           | 11,200           |
| Northeast Sector               | 222,900          | 289,400          | 341,100          | 363,900          | 79,595               | 110,150          | 136,130          | 149,340          | 79,825           | 108,550          | 129,490          | 141,520          |
| Anmore                         | 2,100            | 2,900            | 3,400            | 3,900            | 620                  | 930              | 1,180            | 1,350            | 300              | 500              | 600              | 700              |
| Belcarra                       | 700              | 800              | 900              | 1,000            | 275                  | 320              | 350              | 390              | 225              | 250              | 290              | 320              |
| Coquitlam                      | 129,000          | 176,000          | 213,000          | 224,000          | 45,500               | 67,700           | 86,700           | 94,100           | 46,800           | 70,000           | 86,000           | 94,000           |
| Port Coquitlam                 | 57,500           | 70,000           | 79,000           | 85,000           | 20,600               | 26,300           | 30,900           | 34,300           | 23,600           | 28,000           | 32,000           | 35,000           |
| Port Moody                     | 33,600           | 39,700           | 44,800           | 50,000           | 12,600               | 14,900           | 17,000           | 19,200           | 8,900            | 9,800            | 10,600           | 11,500           |
| North Shore                    | 185,100          | 206,425          | 224,650          | 243,700          | 73,200               | 84,300           | 92,775           | 100,450          | 78,400           | 91,350           | 100,460          | 109,570          |
| North Vancouver City           | 49,800           | 56,000           | 62,000           | 68,000           | 23,000               | 25,600           | 28,000           | 30,200           | 31,100           | 34,000           | 37,000           | 40,000           |
| North Vancouver District       | 87,700           | 98,000           | 105,000          | 114,000          | 31,300               | 37,500           | 41,000           | 45,000           | 28,300           | 33,000           | 36,000           | 40,000           |
| West Vancouver                 | 46,300           | 51,000           | 56,000           | 60,000           | 18,400               | 20,600           | 23,100           | 24,500           | 18,700           | 24,000           | 27,000           | 29,000           |
| Lions Bay                      | 1,300            | 1,425            | 1,650            | 1,700            | 500                  | 600              | 675              | 750              | 300              | 350              | 460              | 570              |
| Delta, Richmond, Tsawwassen    | 296,900          | 344,000          | 380,000          | 409,500          | 103,100              | 125,300          | 142,900          | 161,100          | 178,750          | 210,200          | 233,400          | 252,500          |
| Delta                          | 101,900          | 110,000          | 116,000          | 121,000          | 34,800               | 39,000           | 41,000           | 44,000           | 49,900           | 62,000           | 67,000           | 71,000           |
| Richmond                       | 194,300          | 230,000          | 258,000          | 280,000          | 68,000               | 85,000           | 100,000          | 115,000          | 128,600          | 147,000          | 165,000          | 180,000          |
| Tsawwassen First Nation        | 700              | 4,000            | 6,000            | 8,500            | 300                  | 1,300            | 1,900            | 2,100            | 250              | 1,200            | 1,400            | 1,500            |
| Surrey, White Rock             | 497,500          | 614,500          | 707,000          | 793,500          | 162,800              | 211,000          | 251,000          | 288,000          | 175,200          | 221,800          | 266,400          | 306,300          |
| Surrey                         | 477,800          | 594,000          | 685,000          | 770,000          | 152,900              | 200,000          | 239,000          | 275,000          | 168,200          | 214,000          | 258,000          | 297,000          |
| White Rock                     | 19,700           | 20,500           | 22,000           | 23,500           | 9,900                | 11,000           | 12,000           | 13,000           | 7,000            | 7,800            | 8,400            | 9,300            |
| Vancouver, Electoral Area A    | 630,500          | 702,000          | 750,000          | 795,000          | 270,250              | 316,200          | 347,000          | 376,000          | 427,700          | 468,000          | 502,000          | 533,000          |
| Vancouver                      | 617,200          | 685,000          | 725,000          | 765,000          | 265,100              | 309,000          | 336,000          | 362,000          | 406,700          | 446,000          | 477,000          | 505,000          |
| Electoral Area A               | 13,300           | 17,000           | 25,000           | 30,000           | 5,150                | 7,200            | 11,000           | 14,000           | 21,000           | 22,000           | 25,000           | 28,000           |

Notes:

1. Growth projections are provided as reference to member municipalities and regional agencies, and do not represent specific growth targets for the region or respective municipalities.
2. Figures for the year 2011 are based on Census of Canada 2011. Population and employment figures include a 2011 Census undercount estimate as calculated post Census by Statistics Canada.
3. The projections are prepared by Metro Vancouver in association with member municipalities. Projections for each of the municipalities are taken from respective municipal Regional Context Statements as accepted by the GVRD Board.
4. All projections represent an approximate figure for the given year, with consideration for potential variance within a high and low growth margin. Particular municipal projections may represent a higher or lower estimate within that margin. Metro Vancouver may apply alternative higher or lower regional and municipal projection estimates in preparing planning scenarios for land use, infrastructure, utilities or other purposes.
5. All figures in this table are rounded and may include minor inconsistencies for summary totals.
6. All municipal totals, with the exception of Tsawwassen First Nation, include the totals for any First Nation communities located within the respective municipal boundary.

TABLE A.2

Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities (2016-2026 Estimates)

| SUBREGIONS AND MUNICIPAL ESTIMATES | HOUSING DEMAND BY TENURE |                  |               | HOUSING RENTAL DEMAND BY HOUSEHOLD INCOME |               |                 |                |              |
|------------------------------------|--------------------------|------------------|---------------|---|---------------|-----------------|----------------|--------------|
|                                    | Total Demand             | Ownership Demand | Rental Demand | Very Low                                  | Low Income    | Moderate Income | Above Moderate | High Income  |
| <b>Metro Vancouver</b>             | <b>182,000</b>           | <b>128,000</b>   | <b>54,000</b> | <b>23,500</b>                             | <b>11,200</b> | <b>8,700</b>    | <b>4,800</b>   | <b>5,800</b> |
| Burnaby, New Westminster           | 24,000                   | 15,900           | 8,100         | 3,740                                     | 1,760         | 1,280           | 630            | 690          |
| Burnaby                            | 19,000                   | 13,100           | 5,900         | 2,520                                     | 1,260         | 1,010           | 510            | 600          |
| New Westminster                    | 5,000                    | 2,800            | 2,200         | 1,220                                     | 500           | 270             | 120            | 90           |
| Langley City, Langley Township     | 19,000                   | 15,400           | 3,600         | 1,380                                     | 850           | 540             | 360            | 470          |
| Langley City                       | 2,000                    | 1,300            | 700           | 420                                       | 130           | 70              | 40             | 50           |
| Langley Township                   | 17,000                   | 14,100           | 2,900         | 960                                       | 720           | 470             | 320            | 420          |
| Maple Ridge, Pitt Meadows          | 6,000                    | 4,600            | 1,400         | 780                                       | 250           | 220             | 120            | 20           |
| Maple Ridge                        | 5,000                    | 3,800            | 1,200         | 730                                       | 210           | 190             | 80             | 10           |
| Pitt Meadows                       | 1,000                    | 800              | 200           | 50  | 40            | 30              | 40             | 10           |
| Northeast Sector                   | 22,000                   | 15,700           | 6,300         | 2,770                                     | 1,430         | 990             | 470            | 580          |
| Coquitlam                          | 17,000                   | 12,000           | 5,000         | 2,140                                     | 1,180         | 840             | 350            | 480          |
| Port Coquitlam                     | 3,000                    | 2,200            | 800           | 470                                       | 160           | 70              | 50             | 30           |
| Port Moody                         | 2,000                    | 1,500            | 500           | 160                                       | 90            | 80              | 70             | 70           |
| North Shore                        | 7,000                    | 4,800            | 2,200         | 1,150                                     | 430           | 250             | 150            | 190          |
| North Vancouver City               | 2,000                    | 1,000            | 1,000         | 580                                       | 240           | 70              | 30             | 50           |
| North Vancouver District           | 3,000                    | 2,300            | 700           | 360                                       | 80            | 120             | 60             | 70           |
| West Vancouver                     | 2,000                    | 1,500            | 500           | 210                                       | 110           | 60              | 60             | 70           |
| Delta, Richmond, Tsawwassen        | 18,000                   | 13,600           | 4,400         | 1,890                                     | 980           | 750             | 350            | 350          |
| Delta                              | 3,000                    | 2,200            | 800           | 430                                       | 210           | 90              | 20             | 10           |
| Richmond                           | 14,000                   | 10,800           | 3,200         | 1,300                                     | 700           | 600             | 300            | 300          |
| Tsawwassen First Nation            | 1,000                    | 600              | 400           | 160                                       | 70            | 60              | 30             | 40           |
| Surrey, White Rock                 | 48,100                   | 36,320           | 11,780        | 4,510                                     | 2,660         | 2,200           | 1,230          | 1,070        |
| Surrey                             | 47,000                   | 35,500           | 11,500        | 4,290                                     | 2,600         | 2,200           | 1,200          | 1,100        |
| White Rock                         | 1,100                    | 820              | 280           | 220                                       | 60            | -               | 30             | (30)         |
| Vancouver, Electoral Area A        | 32,000                   | 19,200           | 12,800        | 5,910                                     | 2,340         | 1,930           | 1,120          | 1,450        |
| Vancouver                          | 32,000                   | 19,200           | 12,800        | 5,910                                     | 2,340         | 1,930           | 1,120          | 1,450        |

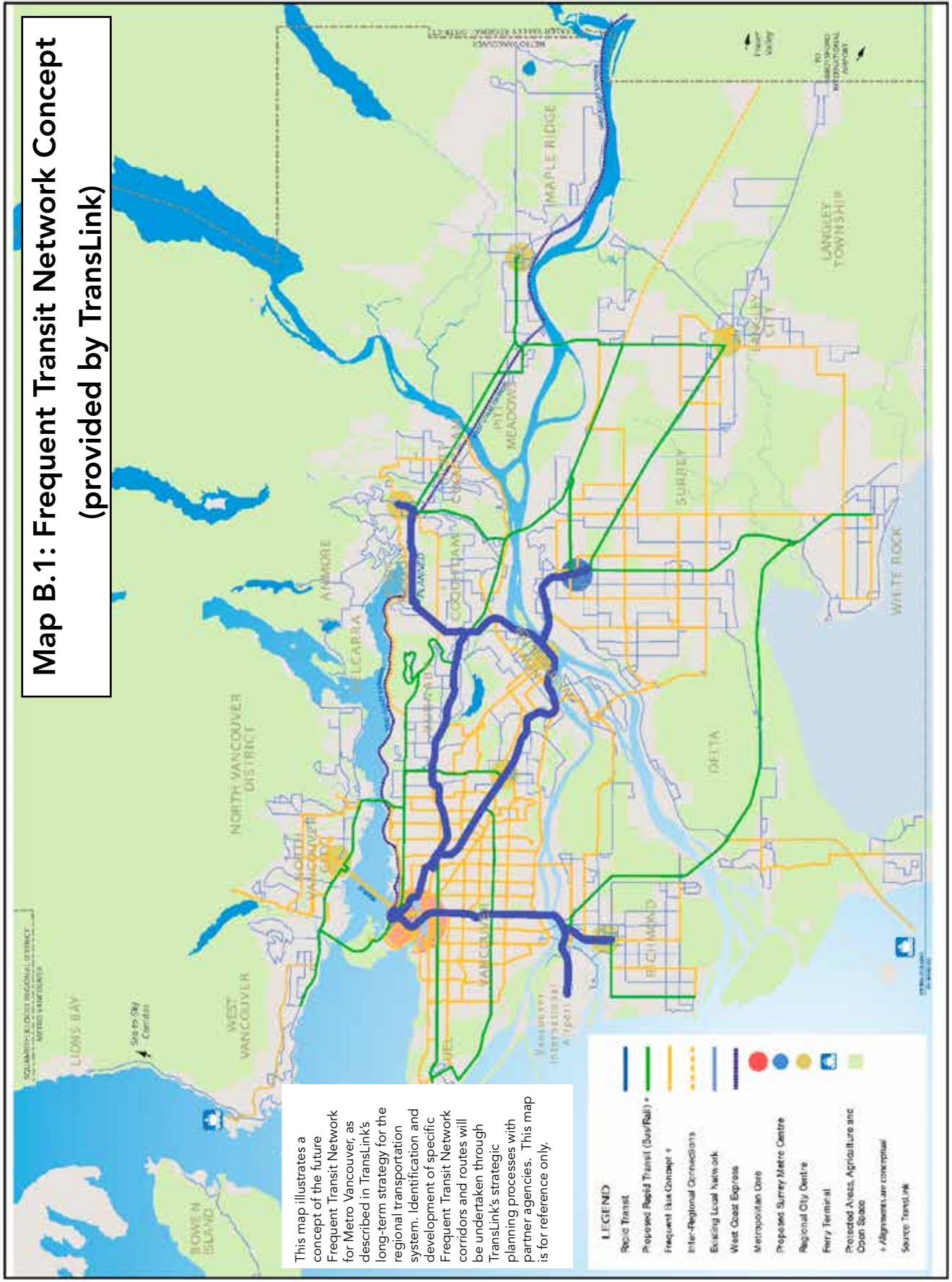
## Notes:

1. To meet this estimated demand, funding from other levels of government is required.
2. Increase in total households over 10 years based on regional population and household projections. Regional total exceeds municipal aggregate totals due to municipal variance.
3. Very Low Income <\$30,000/year, Low Income <\$30,000-50,000/year, Moderate Income \$50,000-75,000/year, Above Moderate Income \$75,000-\$100,000/year, High Income \$100,000/year plus.
4. Household maintainer rates and cohort projection method using census/NHS based household maintainer rates and projected demographic characteristics (age, births, deaths, immigration, Canadian migration, intra-regional migration). Assumes that household income and household type ratios remain constant over the projection period. See Metro Vancouver Regional Planning, Metro Vancouver Housing Demand Projections – Overview of Assumptions and Methodology, Dec 2015.
5. The Housing Demand Estimates are not targets. These estimates are provided only as reference to assist in long range planning and represent a mid-range/ average trend projection based on the existing rental households in that municipality.
6. The housing demand estimates set out in Table A.2 are net additional units based on the population and household projections set out in Table A.1.
7. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
8. Bowen Island is not included in the table above as it does not fall under the jurisdiction of the regional growth strategy.

# Appendix B

**Map B.1: Frequent Transit Network Concept  
(provided by TransLink)**

This map illustrates a concept of the future Frequent Transit Network for Metro Vancouver, as described in TransLink's long-term strategy for the regional transportation system. Identification and development of specific Frequent Transit Network corridors and routes will be undertaken through TransLink's strategic planning processes with partner agencies. This map is for reference only.



**Map B.2: Major Road Network, Highways and Gateways (provided by TransLink)**

