



Metro Vancouver's Growth Strategy

Actions for a Sustainable Region

April 25, 2008



metro
vancouver

Metro Vancouver's Growth Strategy

Metro Vancouver is a global city of well-designed, well-connected and diverse communities where people of all ages, incomes, and origins live, work, and play in safety and comfort. Community well-being, cultural diversity, economic prosperity and environmental health enhance the livability and sustainability of the region. The region's spectacular natural and agricultural landscapes and waterways are protected from, and integrated with, urban development. Conserving land, air, water and energy resources underpin regional decision-making and affordable and efficient transportation services and infrastructure support the long-term development of the region.

Goal 1 Create a Compact Metropolitan Region

Goal 2 Support Sustainable Economic Growth

Goal 3 Protect Metro Vancouver's Natural Assets

Goal 4 Develop Complete and Resilient Communities

Goal 5 Promote an Effective and Sustainable Transportation System



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A. Sustainable Region Initiative Framework

The Sustainable Region Initiative

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

Under the Sustainable Regional Initiative (SRI), the delivery of Metro Vancouver's programs and services is done in accordance with three fundamental principles for sustainability:

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

The SRI Framework set out in *Figure 1* is designed to show the inter-relationships and interconnections between the region's management plans and the region's broader commitment to sustainability.

Metro Vancouver's Growth Strategy is one of the management plans set out in the SRI Framework. The Regional Growth Strategy focuses on land use decisions and policies to guide the future development of the region and supports the efficient provision of community and infrastructure facilities and services.

In combination with the other management plans, *Metro Vancouver's Growth Strategy* can help to deliver on the region's priorities and mandates and support the region's long-term commitment to sustainability.



Pitt Meadows neighbourhood

Sustainable Region Initiative 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.

Links between the Regional Growth Strategy and Other Plans

Links with Municipal Plans

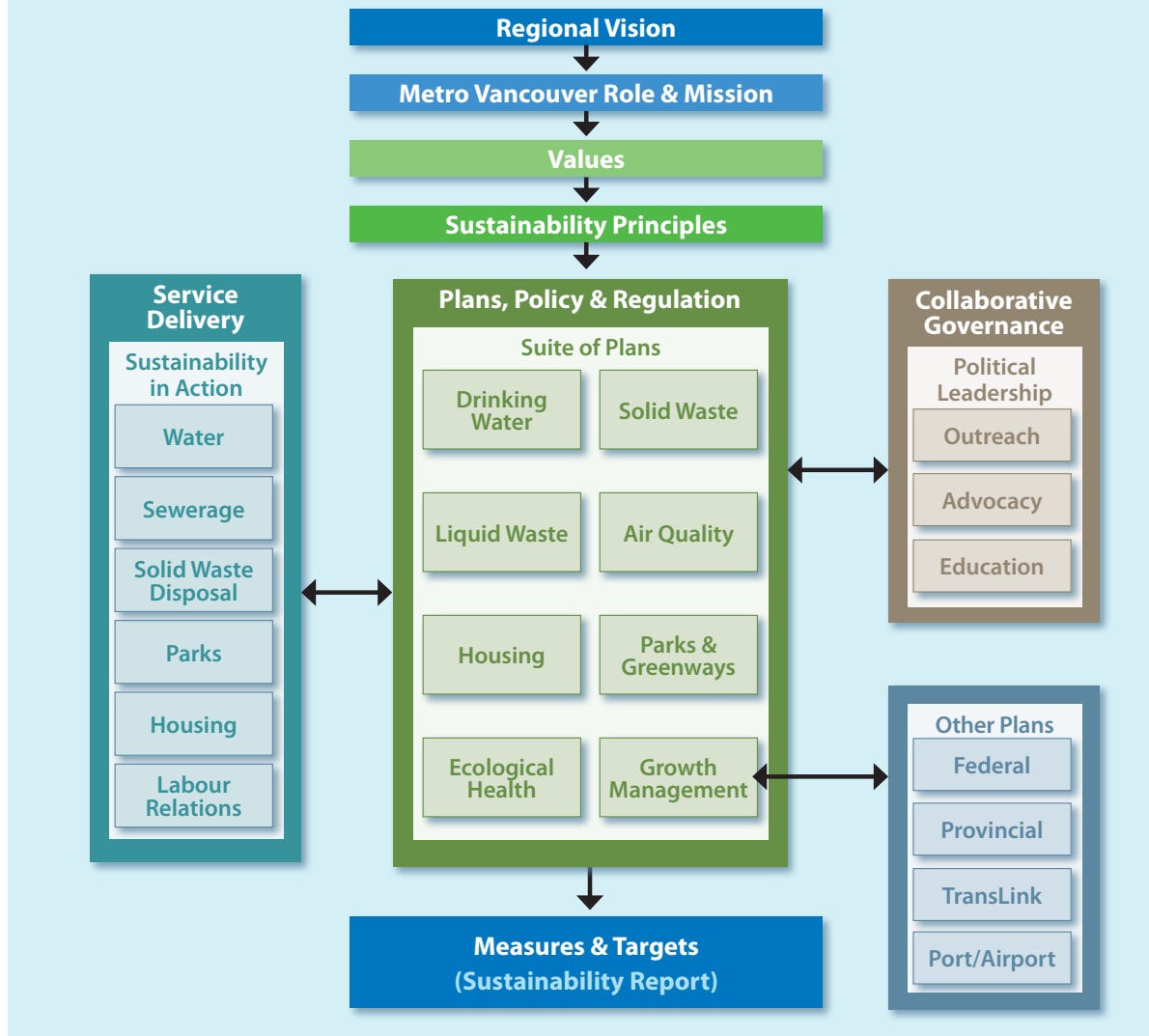
The Regional Growth Strategy represents a shared commitment by Metro Vancouver and member municipalities to work together to achieve regional goals. The *Local Government Act*, Part 25 establishes the procedural requirements for adopting or amending a Regional Growth Strategy. Every municipality is required to prepare an updated *Official Community Plan (OCP)* and *Regional Context Statement (RCS)* within two years of the adoption of a new Regional Growth Strategy. The *Regional Context Statements* identify how local actions will contribute to achieving the Regional Growth Strategy goals. The *Regional Context Statements* are submitted to the Metro Vancouver Board for acceptance.

Links with other Metro Vancouver Management Plans

The Regional Growth Strategy provides the land use framework for planning related to utilities (water, liquid waste and solid waste), housing, air quality, and transportation. At the same time the utility and transportation plans provide for the services which accommodate and sometimes stimulate the desired pattern of development. *Figure 1* demonstrates how the Regional Growth Strategy and other management plans are connected. By accommodating most of the new growth in a concentrated pattern within the existing built-up urban area, the Regional Growth Strategy assists these other functions to be more cost effective.

There is also an important inter-relationship between the objectives of the *Metro Vancouver Growth Strategy* and the region's *Air Quality Management*

Figure 1: Sustainable Region Initiative Framework: Regional Management Plans and Mandates



Plan. The Regional Growth Strategy is intended to make a major contribution to the achievement of air quality and greenhouse gas emission targets by directing urban development into a pattern that reduces the demand for energy consumption, through the energy savings in building form and reduced vehicle travel. The housing elements in the *Metro Vancouver Growth Strategy* help implement the *Regional Affordable Housing Strategy*. The *Metro Vancouver Regional Parks and Greenways Plan* has important linkages with the natural assets elements of the Regional Growth Strategy.

Links with Other Governments, Agencies, and First Nations

The relationship between the Regional Growth Strategy and the transportation plans of the Province and TransLink Board are particularly important. TransLink has a long term transportation plan known as *Transport 2040* and is also required to prepare and implement Ten Year Plans. The Metro Vancouver Board is required to review these plans. The TransLink Board is identified as an “affected local government” in the Provincial growth strategy legislation meaning that their acceptance of the Regional Growth Strategy is required prior to Board adoption of a Regional Growth Strategy. The Province also prepares Provincial highway and transit plans for the Lower Mainland. The integration of land use, transportation planning, facilities planning, airport and port planning are integral to the continued success of the region’s economy and the ability of the region to attract business and investment.

Working collaboratively with the Federal and Provincial governments on major investments in public facilities such as schools, post secondary institutions, hospitals, museums, and other social, cultural, or recreational facilities will help support the directions in this Strategy. Preserving and protecting the region’s agricultural land base in partnership with the Agricultural Land Commission (ALC) is also an important focus of this Strategy.

There is also the need to work with the Federal and Provincial governments to ensure that adequate funding is in place to expand the existing social infrastructure including the provision of an expanded range of affordable housing choices.

Working on growth management issues with Aboriginal communities across the region helps build a better understanding of the local land use planning needs and priorities of the different First Nations groups. It will also help to provide an important foundation for working together on common goals and objectives.

The successful implementation of this plan is also dependent on access to new funding models and cost sharing arrangements which take the pressure off of the existing property tax base and which ensure that appropriate programs and services are in place to meet the needs of the region’s residents.

The Regional Growth Strategy recognizes the core components of sustainability:

Economic: The Regional Growth Strategy supports a sustainable and prosperous economy by providing space for industry and commerce, protecting food lands, and recognizing high environmental quality and livability as important economic assets.

Social: The Regional Growth Strategy recognizes the importance of complete communities by addressing the pressing need for more affordable housing as well as strategies to contribute to the development of vibrant, inclusive, and supportive communities.

Environmental: The Regional Growth Strategy focuses on the stewardship of the region’s natural assets including strategies to protect, and enhance ecologically-important features and recreation areas. It also recognizes the need for the region to contribute to climate stability by reducing greenhouse gas emissions.

B. Regional Growth Strategy Challenges, Vision and Goals

Key Sustainability Challenges for Growth Management

These key challenges shape the region's response to growth management for the next generation and beyond.



Mitigating and Adapting to Climate Change

This is the region's first long-term growth strategy that consciously recognizes the realities of climate change. The region's dependency on fossil fuels and its low-lying coastal and river valley location heightens vulnerability. The challenge is to manage the pattern of development and the transportation system to reduce greenhouse gas emissions and protect the region from the impacts of climate change.

Accommodating Growth While Maintaining Sustainability and Livability

The region is attracting over 30,000 residents a year and is expected to grow from 2.2 million to almost 3 million by 2031. It is also expected that the number of jobs will increase by over 400,000 by 2031. The challenge is to ensure sufficient residential, commercial, industrial, agricultural and recreational capacity to accommodate growth.

Building Livable and Resilient Communities

Immigration will continue to drive growth in the region, and cultural vitality will continue to be one of the region's strengths. The aging population will mean a significantly higher proportion of people aged 65 and over. Building strong, inclusive complete communities has been a cornerstone of planning in this region. The challenge is provide affordable housing, a diversity of housing and access to community, recreation, and cultural facilities throughout the region.

Protecting and Managing the Region's Natural Assets

Many of Metro Vancouver's vital and unique natural features are of Provincial, national and international significance. They provide the basics of life for all of us — clean air, water, and food — and are an integral and defining ingredient of the region's livability and sustainability. These natural assets continue to be under threat from urban development, fragmentation and impacts from adjacent land uses, pollution, and climate change. Food security is emerging as a key issue and will reinforce the need to protect the region's rich agricultural lands. The challenge is to protect, actively manage, and restore the region's valuable natural assets for the benefit of current and future generations.



Maintaining the Region's Economic Competitiveness and Benefiting from Globalization

Maintaining the region's attractiveness as a place to live in the face of rapid growth is essential to continued economic growth and prosperity. Metro Vancouver occupies a strategic position in the global economy. It has a diversified economic base, including service industries, tourism, education, manufacturing and distribution, and agriculture. It connects and serves a resource-rich province, and has strong gateway links to the Asia-Pacific region. However, the supply of industrial land is decreasing as a result of market pressure to convert these lands to retailing, offices, and housing. The challenge is to provide an adequate supply of space for industry and commerce that is well connected to the region's transportation system to help ensure that the region remains an attractive and efficient place to do business in a global economy.

Coordinating Growth and Development in the Broader Region

As Metro Vancouver grows, so are the neighbouring areas to the north, south and east. Areas such as Squamish, Whistler, the Sunshine Coast, and the Fraser Valley will experience increased development pressure due to the high housing and commercial land costs in Metro Vancouver. The challenge is to build complete communities to avoid long commutes but at the same time improve transportation linkages, especially by transit, within the broader region.

Maintaining Effective Transportation Accessibility for People and Goods

The regional pattern of urban development is the critical determinant of transportation demand. The continued growth of the region will put significant pressure on the transportation system. Rising energy prices and the need to reduce greenhouse gas emissions will reinforce the need to provide expanded choices for transit, walking and cycling throughout the region. There is a need to integrate growth management with the policies and investment of TransLink and the Province who are responsible for decisions on transportation supply and demand management. The challenge is to provide a cost-effective accessible transportation system that meets the need for personal travel and commercial goods movement and reduces greenhouse gas emissions.



Vision and Goals to Guide Metro Vancouver's Growth Strategy

Metro Vancouver's vision and five goals respond to the challenges, and define the region's aspirations for the long term development of the region to the year 2031 and beyond.

Vision

Metro Vancouver is a global city of well-designed, well-connected, and diverse communities where people of all ages, incomes, and origins live, work, and play in safety and comfort. Community well-being, cultural diversity, economic prosperity and environmental health enhance the livability and sustainability of the region. The region's spectacular natural and agricultural landscapes and waterways are protected from — and integrated with — urban development. Conserving land, air, water, and energy resources underpin regional decision-making and affordable and efficient transportation services and infrastructure support the long-term development of the region.

Goal 1: Create a Compact Metropolitan Region

Metro Vancouver's growth is concentrated in compact communities with access to a range of housing choices, close to employment and services. Transit-oriented development patterns help reduce greenhouse gas emissions and support both the efficient use of urban land and the transportation network. Metro Vancouver limits the expansion of the urban footprint while maintaining sufficient capacity to accommodate future development.

Goal 2: Support Sustainable Economic Growth

Metro Vancouver provides the land base, location choices, and transportation integration needed to nurture a healthy business climate for both traditional and new economy sectors. Industrial land is protected and commerce and community vitality flourishes through the creation of vibrant centres throughout the region. Agricultural lands are protected and continue to provide for local fresh food supplies and export markets.

Goal 3: Protect Metro Vancouver's Natural Assets

Metro Vancouver's rich and vital natural environment continues to provide the essentials of life: clean air, water, and food. The region's natural assets are well-protected and managed, with residents and visitors enjoying a wide range of diverse recreation opportunities. The region's ecologically important coastal and intertidal areas, wetlands, rivers, and forests provide a connected network of habitats for salmon, migratory birds, and a wide variety of wildlife and plant species.

Goal 4: Develop Complete and Resilient Communities

Metro Vancouver is a region where social and cultural development continues to be strengthened. It is a region with a range of diverse range of housing choices and a strong sense of community and connectedness. The distribution of jobs and access to services and amenities builds complete communities throughout the region. It is also a region which works toward minimizing risk from natural hazards, and creates energy-efficient communities contributing to climate change mitigation and adaptation.

Goal 5: Promote an Effective and Sustainable Transportation System

Metro Vancouver's compact, transit-oriented urban form supports a range of sustainable transportation choices. This pattern of growth expands the opportunities to use transit, walk and cycle and reduces greenhouse gas emissions. The region's roads, rail and gateway facilities play a vital role in shaping regional growth, providing linkages among the region's communities, and vital goods movement networks.

C. Metro Vancouver's Growth Strategy Structure

The **Regional Growth Strategy Map** (as shown on page 14) illustrates the regional land use categories. Together with the strategies and actions, in the following sections, it provides the framework for regional development. The map shows an urban area and non-urban area. The urban area defines the desired extent of urban growth for the duration of the strategy. One of the key goals of the Regional Growth Strategy is to contain growth and limit Metro Vancouver's urban footprint. Urban containment will help protect valuable ecological, recreation and agricultural lands, help reduce distances travelled and greenhouse gas emissions, and lead to land use patterns that promote cost-effective transit and service infrastructure provision.

Urban Area

This area of the region will meet the region's urban development needs to the year 2031 and beyond. The boundary of the Urban Area is the urban growth boundary for the region. The Urban Area is made up of three land use categories: Urban Centres, Industrial Area, and Urban Development Area.



Urban Centres

The Regional Growth Strategy Map identifies the Metropolitan Core, Surrey Metro Centre, the Regional City Centres and Municipal Town Centres as the focus for office, retail, community, cultural and institutional uses as well as higher density housing. This pattern of job concentration is essential to a transit-oriented future for the region. Focusing growth in centres helps achieve complete community objectives and leads to a development pattern that encourages walking, cycling and transit access to jobs, shopping and a variety of trip purposes. Allowing widespread dispersal of jobs that could locate in centres, such as stand-alone office and retailing uses, will undermine the fundamental goals of the Regional Growth Strategy.

In addition to these two land use designations within the Urban Development Area, the strategies identify "Priority Development Areas" as a focus for higher density residential development along transit corridors, particularly around transit station areas. These areas will be identified by municipalities in their Official Community Plan and Regional Context Statement.

Industrial Area

Industrial areas are intended for activities including manufacturing, processing, repair, warehouse, distribution, transportation, utilities, biomedical facilities and other laboratories used for scientific and medical research. Office and retail uses that are ancillary to industrial activities and a small amount of accessory commercial (such as restaurants, convenience stores, and services designed to serve workers) are consistent with this designation.

Meeting the economic goals of the Regional Growth Strategy requires that the industrial land base is maintained and protected for a variety of economic activities serving both local and global markets.

Stand-alone office and retail uses are not considered to be appropriate uses in industrial areas. They reduce the efficiency of industrial areas, create pressure on industrial land prices, reduce transit and walking accessibility for workers, and undermine the development of the Urban Centres.

Urban Development Area

The intended land use for the Urban Development Area is predominately low to medium density housing and local serving commercial activities.



Non-Urban Area

The non-urban area of the region is not expected to accommodate urban development. These areas of the region are valued for their ecological, recreation, resource and rural landscape attributes. These areas will not be provided with regional sewerage facilities except in cases where there are health or environmental concerns, or to serve agricultural activities. The Rural Area designation helps contain the urban footprint by retaining existing rural areas for rural residential use and not converting them to urban uses.

The non-urban area includes the three land use categories: Rural Area, Agricultural Area, and the Green Zone.

Rural Area

These areas are intended for primarily low density rural residential uses with a density of 1 unit per hectare as a maximum allowable density.

Agricultural Area

These areas are intended for agricultural and agricultural-supporting services. The Agricultural designation will reinforce Provincial objectives to protect the agricultural land base of the region.

Green Zone

These areas contain lands of ecological importance (e.g. drinking watersheds, conservation areas, critical habitat, wetlands) and/or outdoor recreation importance (major parks and recreation areas, golf courses).

Linking Land Use and Transportation

The achievement of regional growth strategy goals will require close integration of land use strategies with transportation strategies. Land use patterns are the key determinant of transportation demand. Transportation supply and demand measures in turn have an impact on land use patterns and travel behaviour.

Many strategies contained in the Regional Growth Strategy support an efficient and cost-effective regional transportation system by:

- containing the extent of the urban footprint;
- promoting centres and transit corridors as the focus for jobs, services, retailing and higher density housing;
- reserving industrial land for industrial uses; this strategy ensures government and private investment in goods movement facilities is coordinated with locations of industrial activity. It also discourages major trip-generating uses such as offices and retailing from locating in industrial areas and directs them to Urban Centres well served by transit.

The successful integration of land use and transportation will require certainty in the location and timing of transit and road investment, as well as policies that help reduce travel demand. Implementation of the Regional Growth Strategy is highly dependent on the provision of practical transit options throughout the Urban Development Area and will require very significant transit investments.

The implementation of the Regional Growth Strategy and regional and Provincial transportation plans will require close collaboration of the Metro Vancouver Board, TransLink, and the Province. Under Provincial legislation, the TransLink Board is required to ratify the Regional Growth Strategy. Metro Vancouver is required to review the transportation plans prepared by TransLink.

The transportation network to support Metro Vancouver's Regional Growth Strategy is shown on Map 9 and Map 10. The role of the Metro Vancouver Board will be to advocate for these transportation improvements to support Regional Growth Strategy objectives.

Greenhouse Gas Targets

Provincial legislation requires regional districts to include targets for the reduction of greenhouse targets as well as policies and actions with respect to achieving the targets.

The target for the *Metro Vancouver's Growth Strategy* is the achievement of a 33% reduction in greenhouse gas emissions from 2007 levels by 2020. The primary strategies to achieve this target are containment of the urban footprint, focusing jobs, services and higher density housing in Urban Centres and corridors to promote walking, cycling and transit trips, promotion of a built form that results in the use of district heating, geothermal heating and other renewable sources, energy-efficient buildings, and carbon sequestration through the protection of natural areas.

The following section on Goals, Strategies and Actions explains how these regional land use categories are implemented.



Map 1: Regional Growth Strategy



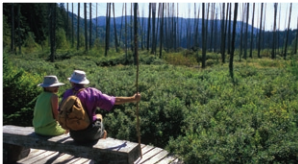
D. Goals, Strategies and Actions



Goal 1 Create a Compact Metropolitan Region



Goal 2 Support Sustainable Economic Growth



Goal 3 Protect Metro Vancouver's Natural Assets



Goal 4 Develop Complete and Resilient Communities



Goal 5 Promote an Effective and Sustainable Transportation System

Goal 1 Create a Compact Metropolitan Region

Concentrating urban development in established areas allows for the use of existing community and utility infrastructure, and is more efficient to service than in peripheral areas. By containing the spread of the region, road capacity and public transit can be delivered more cost-effectively than in areas where development is dispersed. In a contained urban area, trip distances are shorter and more trips can be made by transit, walking and cycling. Shorter trips result in greenhouse gas reductions and generate less pollution. Focusing development within a compact region also reduces pressure to convert surrounding agricultural and environmentally-sensitive lands to urban uses.

The strategies to achieve the goal of a compact region include heightened emphasis on urban containment. Municipalities have allocated sufficient land for urban development through their *Official Community Plans* to accommodate the region's projected growth to 2031 and beyond within the designated Urban Development Area. Strategies also include building on a key concept of previous regional plans for Metro Vancouver by creating strong Urban Centres throughout the region, well connected to transit and the road network. These centres will collectively make a key contribution to jobs close to home and provide access to shops and services throughout the region.

The strategies will also provide more options for growth in areas served by frequent transit and emphasize the regional benefits from office jobs, retail and services in transit-accessible locations.

Population projections anticipate that Metro Vancouver is expected to grow by 820,000 people over the next 25 years. This will increase the total population base from about 2.2 million people in 2006 to about 3 million people by 2031. With this growth, it is forecast that about 440,000 new dwelling units will be needed and that the number of jobs will increase by 400,000.





Strategy 1.1 Contain all urban development within the Urban Development Area

Metro Vancouver Actions

- 1.1.1 Metro Vancouver will evaluate Regional Context Statements to ensure that all urban development occurs within the Urban Development Area and that the requirements set out in Action 1.1.3 are met.
- 1.1.2 Metro Vancouver will provide access to regional sewage treatment services within the Urban Development Area and extend regional sewage treatment services into the Green Zone, Agricultural Area and Rural Area only in cases where it is needed to address a public health issue, protect the region's ecological assets, or to service agriculture.

Municipal Actions

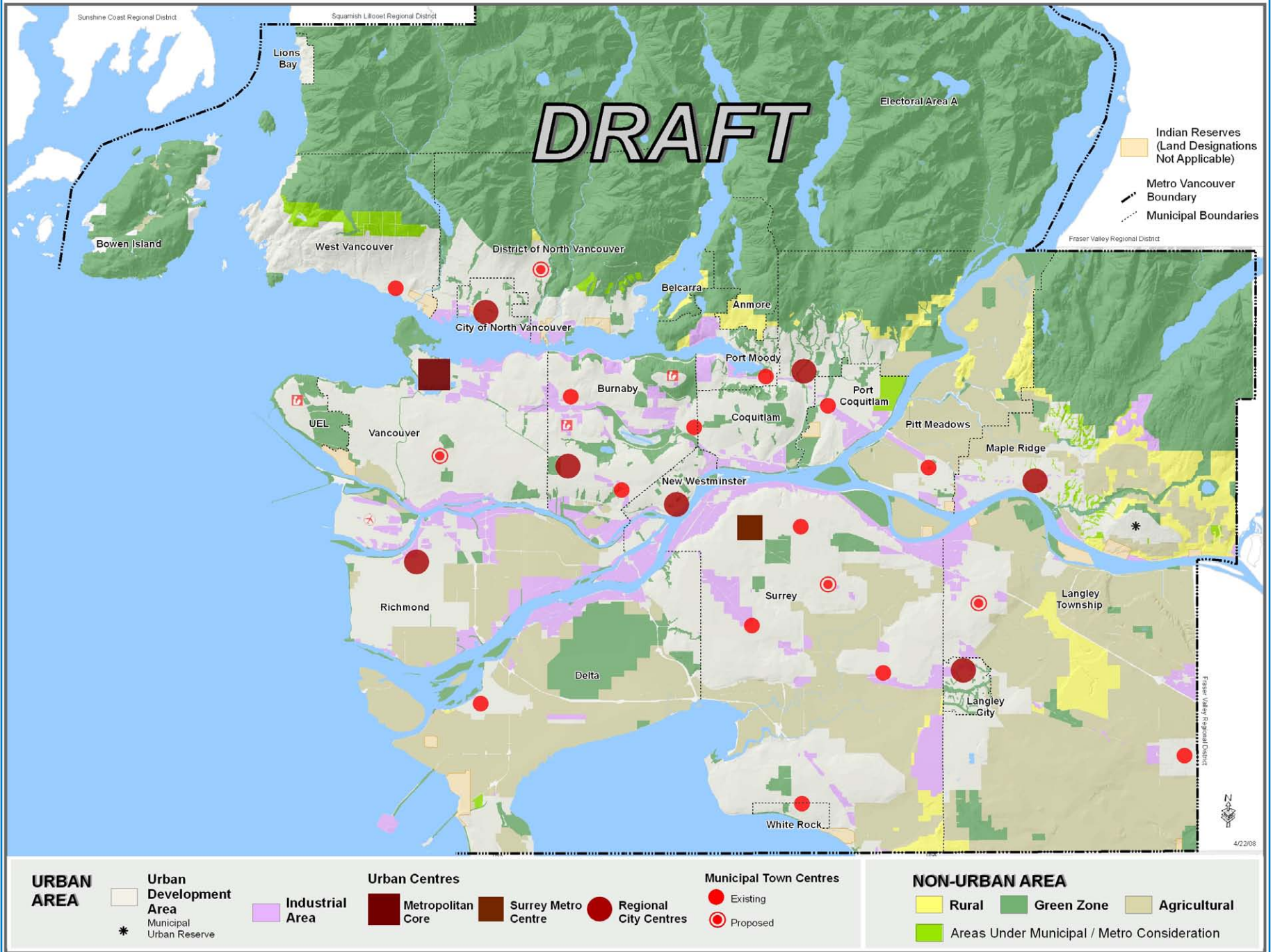
- 1.1.3 Member municipalities will develop Regional Context Statements which:
 - (a) Specify the Urban Development Area on a map consistent with the Regional Growth Strategy Map and include policies which direct all future urban development to this area;
 - (b) Specify the Rural Area on a map consistent with the Regional Growth Strategy Map and include policies that support low density development in the Rural Area to a maximum of one unit per hectare;
 - (c) Identify policies which defer growth in newly developing areas until established built-up areas have been substantially developed; and
 - (d) Identify population, employment, and household projections to the year 2031 to support the achievement of projections outlined in Table 1.1.

Table 1.1: Population, Household and Employment Projections

	Total Population		Total Households		Total Employment	
	2006	2031	2006	2031	2006	2031
Metro Vancouver	2,218,000		856,900		1,156,990	
Burnaby/New Westminster	273,900		110,410		163,600	
Delta	102,100		35,270		55,290	
Langley	122,300		45,680		65,315	
Maple Ridge/Pitt Meadows	89,700		32,650		28,125	
North East Sector	206,700		74,140		75,830	
North Shore	187,700		74,870		77,965	
Richmond	182,800		64,100		129,860	
Surrey/White Rock	434,400		147,580		150,245	
Vancouver/UEL	618,400		272,200		410,760	

All figures for the year 2006 are based on 2006 Census of Canada, and include estimated Census undercount.
Total employment includes estimated allocation of 'No Fixed' place of work.

Map 2: Regional Land Use Designations



Strategy 1.2 Focus growth in Urban Centres and in the Priority Development Areas

Metro Vancouver Actions

- 1.2.1 Metro Vancouver will evaluate Regional Context Statements to ensure high density development is focused in Urban Centres and the Priority Development Areas and that the requirements set out in Action 1.2.3 are met.
- 1.2.2 Metro Vancouver will explore in collaboration with municipalities and other agencies, the use of financial tools to support major office development within the Metropolitan Core, Surrey Metro Centre, Regional City Centres, and Municipal Town Centres.

Municipal Actions

- 1.2.3 Member municipalities will develop Regional Context Statements which:
- (a) Specify on a map the boundaries for the Urban Centres as set out in the Regional Growth Strategy Map;
 - (b) Identify policies to encourage high density residential and commercial uses and a range of institutional, community, cultural and recreational facilities in Urban Centres, consistent with descriptions set out in Table 1.3 and with the housing and employment targets set out in Table 1.2;
 - (c) Specify on a map the Priority Development Areas along frequent transit corridors and include policies to focus higher density housing in the Priority Development Areas;
 - (d) Identify policies which support low to medium density residential uses and predominantly local-serving commercial uses in areas which are outside of the Urban Centres and the Priority Development Areas but within the Urban Development Area;
 - (e) Identify policies which prevent the concentration of higher density development outside of Urban Centres and Priority Development Areas; and
 - (f) Identify reduced residential and commercial parking requirements within the Urban Centres and the Priority Development Areas.

Actions by Other Governments and Agencies

- 1.2.5 Request that the Federal and Provincial governments direct office and institutional development to the Metropolitan Core, the Surrey Metro Centre, the Regional City Centres and Municipal Town Centres.
- 1.2.6 Request that the Province and TransLink:
- (a) Provide enhanced public transit service to support the growth and development of Urban Centres and the Priority Development Areas; and
 - (b) Collaborate with member municipalities to improve cycling access and storage facilities and enhance pedestrian access in Urban Centres and the Priority Development Areas.

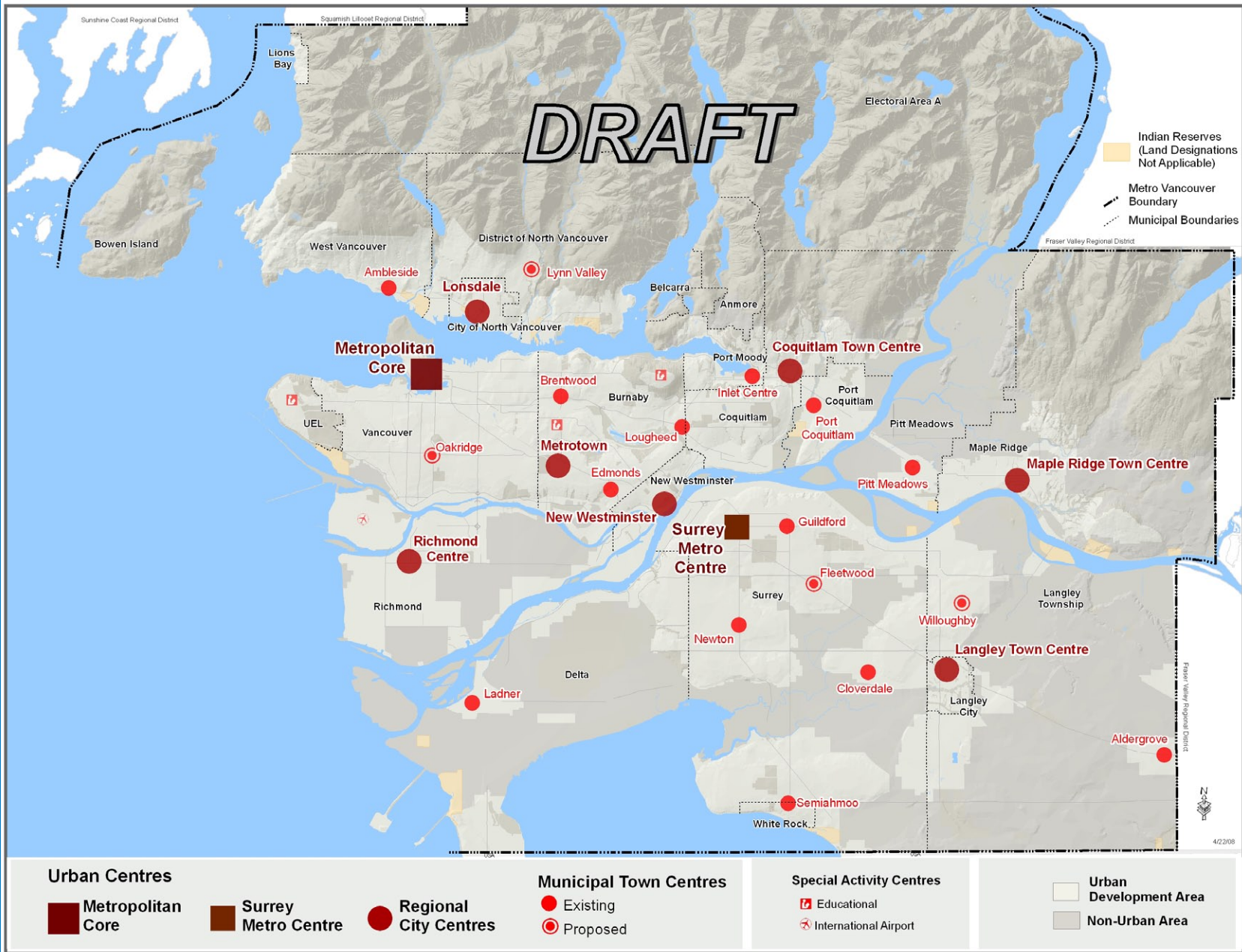
Table 1.2: **Population and Employment Allocations for Urban Centres and Priority Development Areas**

	2006 Baseline		2016 Target		2031 Target	
	Housing	Employment	Housing	Employment	Housing	Employment
Metropolitan Core						
Surrey Metro Centre						
Regional City Centres						
Municipal Town Centres						
Priority Development Areas						
Total						

Table 1.3: Description of Urban Centres and Priority Development Areas

Type	Description and Activities	Transportation Characteristics
Metropolitan Centre	<ul style="list-style-type: none"> • Business, cultural and entertainment centre for the region • Major employment location • Large-scale, high density commercial office and retail uses • Medium and high density housing forms • Region-wide cultural and entertainment destination • Accommodates region-serving institutional uses 	<ul style="list-style-type: none"> • Regional transportation hub with multiple rapid transit stations and integrated bus network • Good regional road access • High quality pedestrian and bicycling environment
Surrey Metro Centre	<ul style="list-style-type: none"> • Business, cultural, institutional and entertainment centre for the southern and eastern parts of the region • Major employment location • Large-scale, high density commercial office and retail uses • Medium and high density housing forms 	<ul style="list-style-type: none"> • Regional transportation hub with multiple rapid transit stations and integrated bus network • Good regional road access • High quality pedestrian and bicycle environment
Regional City Centre	<ul style="list-style-type: none"> • Centres of activity for the subregions • Regional or subregional office location • Large-scale, high density commercial uses • Focus for accommodating population growth in medium and high density housing forms • Institutional uses serving the sub-regions • Community services and cultural activities serving the subregions 	<ul style="list-style-type: none"> • Sub-regional transportation hubs with existing or future rapid transit service (rail or bus) • Transit connections to other parts of the region • Frequent transit service • Good regional road access • High quality pedestrian and bicycle environment
Municipal Town Centre	<ul style="list-style-type: none"> • Locations for services and activities oriented to the local needs of the municipality • Focal points for accommodating population growth within municipalities in medium density and some higher density housing forms • Accommodates business activities, and local serving commercial activities • Focus for community and cultural services 	<ul style="list-style-type: none"> • Public transit hub within the community • Good transit connections to higher-order Centres • Rapid rail or bus service in some Municipal Town Centres • High quality pedestrian and bicycle environment
Special Activity Centre	<ul style="list-style-type: none"> • Centres of specialized economic activities generating region-wide employment and travel demand • Uses at universities include institutional activities and commercial services that serve the local population • University of British Columbia and Simon Fraser University, Burnaby Campus accommodate medium and higher density housing • Vancouver International Airport accommodates transportation uses and ancillary commercial uses to serve employees' and travellers' needs 	<ul style="list-style-type: none"> • Regional transportation destination with frequent transit service • High quality pedestrian and bicycle environment and facilities in university campus locations, and good pedestrian connections with other transportation modes at Vancouver International Airport
Priority Development Area	<ul style="list-style-type: none"> • Focus for medium and higher density housing along rapid rail or frequent bus transit networks • Local serving commercial activities • Located along transit corridors, particularly around transit station areas 	<ul style="list-style-type: none"> • Rapid rail or rapid bus service • High quality pedestrian and bicycle environment and facilities

Map 3: Urban Centres



Goal 2 Support Sustainable Economic Growth

One of the ways that the Regional Growth Strategy can support a strong regional economy is to ensure policies are in place to provide an adequate supply of land and supporting infrastructure. Market pressure to convert industrial lands to office, retail and housing has resulted in a diminished supply of industrial land in the region.

Demand for industrial land for activities such as warehouse, wholesaling, distribution, food processing and repairs will continue to increase as the population of the region increases. Many of these industrial uses directly serve retail outlets, hotels, and restaurants, and provide day-to-day needs such as repair, servicing, renovation and construction, etc. With the forecast growth in ports and airports, additional lands are needed for container storage, freight forwarding, and other distribution functions.

Integration of economic activity and transportation infrastructure is essential. The tourism industry, the post-secondary education sector, the Vancouver Fraser Port Authority and the Vancouver International Airport all depend on good regional access. Opportunities to use district energy and/or renewable energy sources, along with other 'green' technologies will help in the region's economic competitiveness.

Agriculture is an important sector in the region's economy and strategies are included to protect the agricultural land base and to strengthen the viability of the agricultural industry.

Commercial uses, such as offices and retailing, provide a key building block for creating vibrant, prosperous Urban Centres. Employee and customer access, particularly by transit and walking, is maximized in centre locations. Urban Centres distributed throughout the region provide more opportunities for services and jobs to be close to home. By focusing commercial activities in centres, industrial lands are then reserved for those uses, such as production, distribution and repair uses, that are not compatible with the types of activities found in centres.



Strategy 2.1 Protect the supply of industrial lands to meet the needs of the regional economy

Metro Vancouver Actions

- 2.1.1 Metro Vancouver will evaluate Regional Context Statements to ensure that the industrial land supply is protected to meet the needs of the regional economy and that the requirements set out in Action 2.1.2 are met.

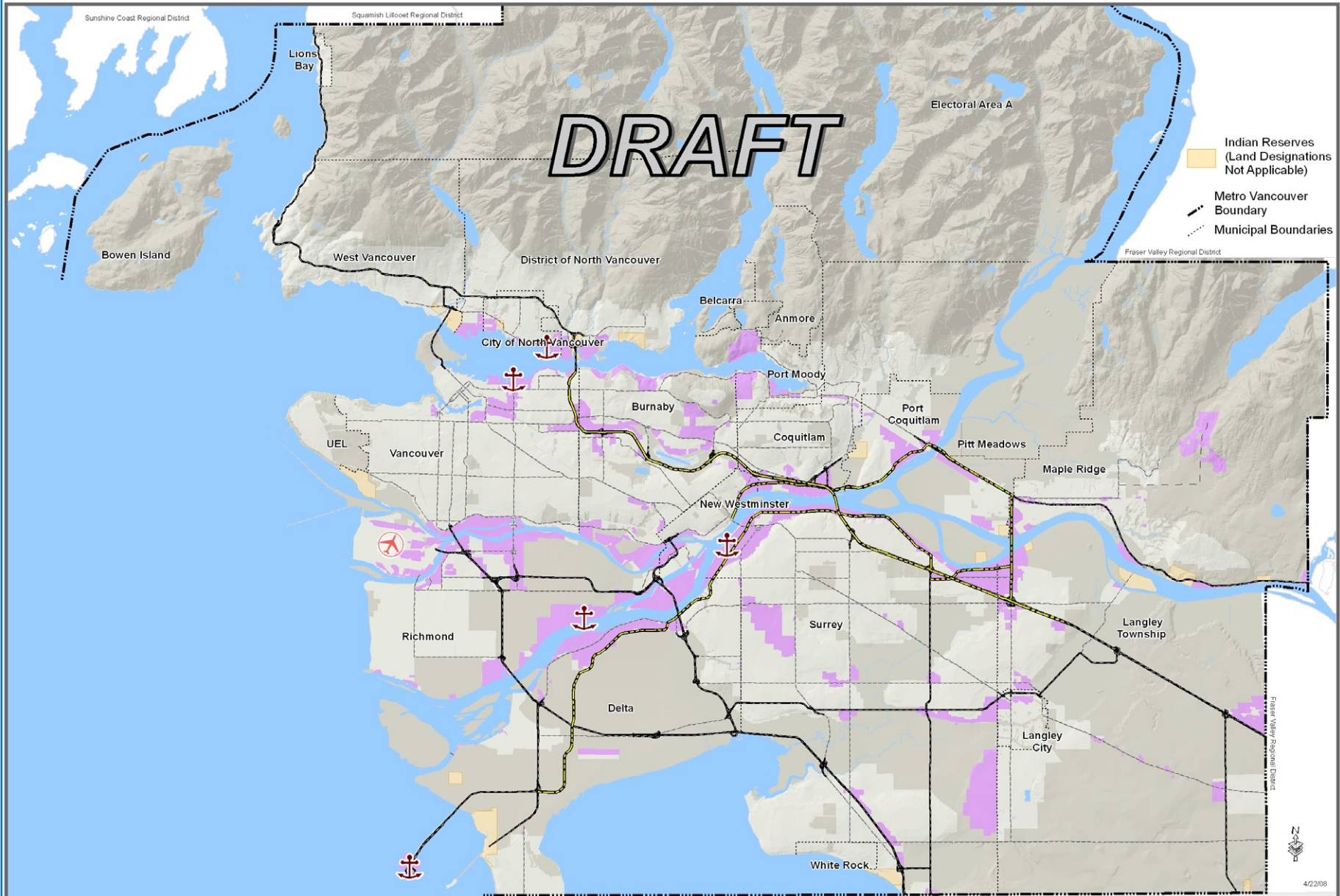
Municipal Actions

- 2.1.2 Member municipalities will develop Regional Context Statements which:
- (a) Specify the Industrial Area on a map consistent with the Regional Growth Strategy Map 1;
 - (b) Identify policies to work toward the use of the Industrial Area for economic functions, including manufacturing, processing, repair, warehouse, distribution, transportation, utilities, biomedical facilities and other laboratories used for scientific and medical research, office and retail uses that are ancillary to industrial activities and a small amount of accessory commercial (such as restaurants, convenience stores designed to serve workers);
 - (c) Identify policies to prevent non-industrial uses in Industrial Areas; and
 - (d) Identify policies which encourage better utilization of existing industrial lands for industrial activities.

Actions by Other Governments and Agencies

- 2.1.3 Investigate fiscal measures to support the continued use of industrial land for industrial purposes, including collaboration with the British Columbia Assessment Authority on industrial taxation policies.
- 2.1.4 Request that TransLink review proposed amendments to remove industrial lands from the Industrial Area, where the industrial lands are located in proximity to regional highway, or have barge or rail access.
- 2.1.5 Request that the Vancouver International Airport Authority take advantage of their strategic location and encourage better utilization of airport lands for industrial activity, and that commercial development serve passengers and airport employees.
- 2.1.6 Request that the Vancouver Fraser Port Authority encourage better utilization of port lands for industrial activity and request that non-port related commercial development be discouraged.

Map 4: Industrial Area



Urban Development Area	Industrial Area	Ports	Provincial Highways	Major Roads Network
Non-Urban Area		International Airport	Planned Highways / Expansions	Proposed Road



Strategy 2.2 Build prosperous and vibrant centres throughout the region

Metro Vancouver Actions

- 2.2.1 Metro Vancouver will evaluate Regional Context Statements to ensure the development of prosperous and vibrant centres throughout the region and that the requirements set out in Action 2.2.3 are met.
- 2.2.2 Metro Vancouver will investigate innovative fiscal measures to reinforce the importance of Urban Centres as job locations and investigate ways to re-capture the costs of dispersed office/retail development through fiscal measures.

Member Municipalities

- 2.2.3 Member municipalities will develop Regional Context Statements which:
- Identify policies which support the concentration of retail, office, cultural, institutional and entertainment activities in Urban Centres consistent with the directions set out under Goal 1 and the Regional Growth Strategy Map;
 - Identify policies which enhance the place-making qualities of Urban Centres as places to live, work, and access services, with emphasis on pedestrian and transit-friendly access;
 - Identify policies which prevent major commercial developments (retail, office, and commercial) outside of Urban Centres by establishing a threshold size based upon local context which would trigger a regional assessment of transportation and Urban Centres impacts; and
 - Identify the Special Activity Centres as shown on Map 3 and in Table 1.3 and provide policies to support their key economic function.

Actions by Other Governments and Agencies

- 2.2.4 Metro Vancouver will seek to collaborate with TransLink in the definition and evaluation of the impacts of proposed major commercial developments in out-of-centre locations, in accordance with the provisions of the *South Coast British Columbia Transportation Authority Act*.

Strategy 2.3 Strengthen the viability of the region's agricultural industry

Metro Vancouver Actions

- 2.3.1 Metro Vancouver will evaluate Regional Context Statements to ensure that the viability of the region's agricultural industry is strengthened and that the requirements set out in Action 2.3.4 are met.
- 2.3.2 Metro Vancouver will advocate for measures to locate utility and transportation corridors to minimize the fragmentation of, and impacts on, lands within the Agricultural Area.
- 2.3.3 Metro Vancouver will investigate fiscal measures to encourage active farming, especially for food production.

Municipal Actions

- 2.3.4 Member municipalities will develop Regional Context Statements which:
 - (a) Specify the Agricultural Area on a map consistent with the Regional Growth Strategy Map 1;
 - (b) Identify policies which ensure that recreational corridors adjacent to, and through agricultural lands minimize disruption on agricultural operations;
 - (c) Identify policies which maintain and improve infrastructure and management systems, including stormwater drainage and flooding, to avoid negative impacts on farms and agricultural activities;
 - (d) Identify policies to improve the management of the rural-urban interface, including pre-development assessments of the impact on existing agricultural operations as well as edge planning, buffers, covenants, and setbacks the development and implementation of by-laws that seek to minimize rural-urban conflicts, mechanisms such as "save harmless" clauses attached to property titles and uses and the inclusion of "disclosure clauses" in sale literature for properties adjacent to agricultural areas; and
 - (e) Identify policies which support urban food production, community gardens and local farmers' markets.

Actions by Other Governments and Agencies

- 2.3.5 Request that the Agricultural Land Commission evaluate Agricultural Land Reserve exclusion applications based on community need with the intent of ensuring consistency with the Regional Growth Strategy.
- 2.3.6 Request that the Province work with Metro Vancouver to investigate fiscal measures to support the viability of agriculture, and particularly food production, including property tax policies that reinforce the coordinated use of agricultural lands for agriculture.

The combination of fertile soils, temperate climate and access to water make the farmland in the Metro Vancouver region very productive. This agricultural land base, and in particular the soils, is a non-renewable natural asset.

Concerns about the rapid loss of farms to urban development led to the creation of the Agricultural Land Reserve (ALR) in 1973 as means of preserving valuable agricultural lands in the province. Currently, within the Metro Vancouver region, there are just over 59,000 hectares of land in the ALR.

In economic terms, while agricultural lands in the region constitute only 1.5% of the total agricultural land base in British Columbia, the farm sector in the region generates 28% of the province's total gross farm receipts which in turn contribute more than \$1 billion to the economy. However, farms in the region provide much more - the ability to buy local produce contributes to the quality of life enjoyed by Metro Vancouver residents and to the food security of the region.

Map 5 Agricultural Area



Goal 3: Protect Metro Vancouver's Natural Assets

Metro Vancouver's natural environment, from rich coastlines, to fertile floodplain, to snow-capped mountains, inspires awe and is an essential part of how we define the region. Natural areas provide spaces for health, recreation and well-being, resources for the economy, and vital habitat for fish and wildlife. These areas and features are our natural assets – the biological elements that provide the basics of life, including clean air, water, and food. They boost the region's resiliency, enhancing the environment's capacity to recover from stresses and providing an important tool for mitigating and adapting to climate change.

Our region is remarkably productive and diverse biologically; the Fraser River Estuary, Boundary Bay, and Burrard Inlet provide internationally important habitat for salmon and major feeding and resting points for migratory birds along the Pacific Flyway. Intertidal areas and mudflats, such as Roberts and Sturgeon Banks, provide a wealth of ecological services, as do our wetlands such as Burns, Camosun, and Derby bogs. The region's lakes, rivers, streams and riparian corridors control water flows and provide essential habitat connectivity for fish and wildlife movement. The region's forested areas — whether large, contiguous forests, or the sum of our urban trees — store carbon and regulate temperature and water. The majority of these natural spaces offer a multitude of opportunities for recreation, tourism, education, rejuvenation and health.

The Regional Growth Strategy aims to protect the region's natural assets through the designation of a regional Green Zone containing ecologically and recreationally important natural assets and through policies to help protect, enhance and restore ecological assets and corridors throughout the region.



The Green Zone represents a region-wide commitment to protect the region's important ecological and recreation lands.



Types of Land Use Designations within the Green Zone

Federal: National Wildlife Management Area, wildlife sanctuary, conservation area, port & airport authorities' recreation area

Provincial: park, recreation site, ecological reserve, wildlife management area, Crown lands secured for environmental management, Provincial forests, research forest

Regional: drinking watershed, ecological conservation area, regional park, regional greenway, FREMP area designation

Municipal: community park (primarily nature or non-facility based), municipal golf course, community forest, areas designated as conservation in OCPs, parcel based riparian area, and parcel based recreation greenway or ecological corridor

Private: golf courses and other lands nominated by municipalities

Strategy 3.1 Protect the region's important ecological and recreation lands including drinking watersheds, critical habitats, wetlands, forests, conservation areas, major parks and recreation areas

Metro Vancouver Actions

- 3.1.1 Metro Vancouver will evaluate Regional Context Statements to ensure the protection of drinking watersheds, critical habitats, wetlands, forests, conservation areas, and major parks and recreation areas, and that the requirements set out in Section 3.1.5 are met."
- 3.1.2 Metro Vancouver considers ecological conservation, outdoor recreation, compatible research and education, tourism (excluding major theme parks and resorts), sustainable forestry, soil based agriculture, and facilities and infrastructure to support the above uses, and does not consider uses such as residential, stand-alone commercial and office, institutional and industrial as suitable uses in the Green Zone.
- 3.1.3 Metro Vancouver will extend regional sewage treatment services to building footprints in the Green Zone in cases where it is needed to address a public health issue and protect the region's natural assets.
- 3.1.4 Metro Vancouver, in partnership with other levels of government and conservation organizations, and in alignment with the Parks and Greenways Plan, will seek to identify and secure:
 - a) critical, sensitive and threatened habitats including Fraser and Pitt River riparian zones and islands, marine foreshore, inter-tidal areas and uplands, wetlands and key upland forest sites, grasslands, old-field habitat areas, and areas with significant biodiversity values; and
 - b) new parks in areas of significant growth and increasing recreation demand.

Municipal Actions

- 3.1.5 Member municipalities will develop Regional Context Statements which:
 - (a) Specify the Green Zone on a parcel-based map consistent with the Regional Growth Strategy Map;
 - (b) Include policies that demonstrate land uses within the Green Zone are compatible with 3.1.2; and
 - (c) Include policies that buffer Green Zone lands from activities in adjacent urban areas.

Actions by Other Governments and Agencies

- 3.1.6 As many of the region's coastal and intertidal areas have regional, provincial and national ecological significance, and as these coastal and marine areas fall under the jurisdiction of senior governments, Metro Vancouver requests that member municipalities, Metro Vancouver, and the Provincial and Federal governments work together to protect the ecological integrity of the marine and intertidal areas identified on Map 8, Ecological Assets, through the development of a Coastal Zone Management Plan by 2016.

Map 6: The Green Zone



Important ecological features occur throughout the region, not only within protected areas. These features range from street trees and pocket parks in urban areas, to riparian corridors and shorelines that span municipal boundaries. This strategy recognizes the importance of ecologically important features and corridors throughout the region's urban and rural fabric.

These ecological assets provide stormwater management and erosion control, flood protection, improved air and water quality, carbon storage, local temperature regulation, habitat, waste absorption, and pollination. They also help to maintain biodiversity and connect ecologically significant core areas, thereby reducing fragmentation and improving the region's resiliency. These features can also reduce risk to infrastructure and enhance property values for residents.



Strategy 3.2 Protect, enhance, and restore ecologically important features and corridors throughout the region

Metro Vancouver Actions

- 3.2.1 Metro Vancouver will evaluate Regional Contexts to ensure the protection of ecologically important features and corridors throughout the region and that the requirements set out in Action 3.2.3 are met.
- 3.2.2 Metro Vancouver will continue to play a coordinating and implementation role in the development of the Regional Recreation Greenway Network, through the Regional Parks function, as shown on Map 7.

Municipal Actions

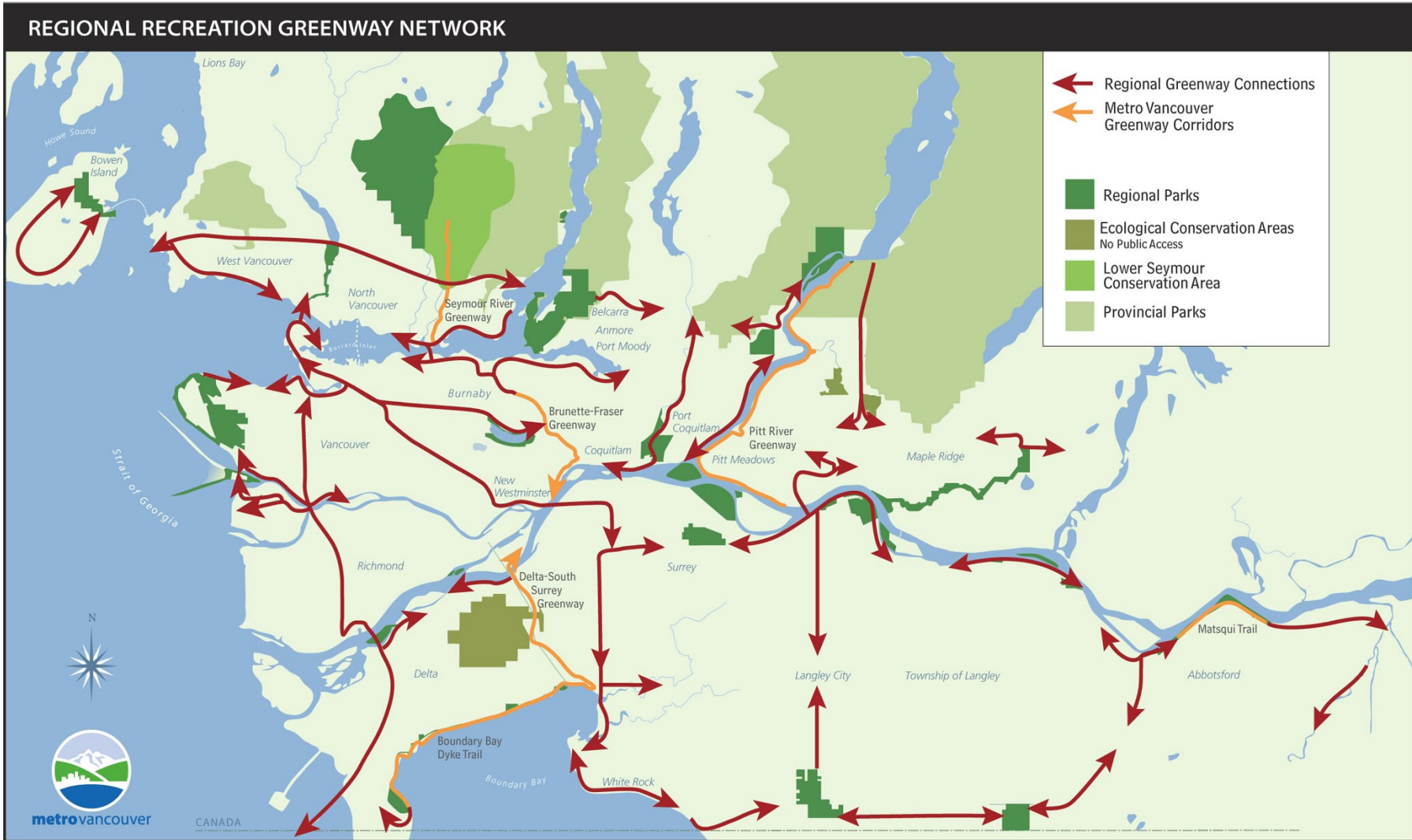
- 3.2.3 Member municipalities will develop Regional Context Statements which include policies to:
 - (a) Conserve and enhance biodiversity and ecological services through the protection of ecologically important features and corridors as described on Map 8 including: floodplains, shorelines, intertidal areas, stream systems and hydrological functions, vulnerable aquifers, and urban forests and tree cover;
 - (b) Establish buffers along watercourses and coastlines;
 - (c) Develop and manage relevant components of the Regional Recreation Greenways Network as shown on Map 7 to connect Green Zone lands and develop a comprehensive regional network of recreational corridors;
 - (d) Connect community trails to the Regional Recreation Greenways Network where appropriate;
 - (e) Include natural units such as watersheds and ecosystems in land use planning and management;
 - (f) Incorporate biodiversity, active and adaptive management, and the management of noxious weeds and invasive species into land management practices; and
 - (g) Demonstrate specific planning, fiscal or regulatory measures such as conservation covenants, tax exemptions, and eco-gifting as a means of protecting or enhancing ecologically important features on private lands.

Actions by Other Government and Agencies

- 3.2.4 Metro Vancouver requests that TransLink collaborate to ensure the integration and compatibility of the Regional Recreation Greenway Network and the Regional Commuter Greenway Network.
- 3.2.5 Metro Vancouver encourages the Provincial and Federal governments to fund programs for the protection, enhancement and restoration of ecological features and corridors in the region.
- 3.2.6 Metro Vancouver requests that the Provincial government explore opportunities for coordinated management of Wildlife Management Areas (WMA) for areas adjacent to regional parks including Colony Farm, Boundary Bay, Grant Narrows, Iona Beach and Minnehada and the Pitt River Greenway

Map 7: Regional Recreation Greenways Network

Regional Recreation Greenways differ from local trails in that they promote connectivity at a landscape level, attract regional use, link municipalities across the region and are multi-functional. They are planned, designed and managed to enhance multiple values including: locations for recreational activities, biodiversity and ecological connectivity, and to function as alternative transportation routes. As a result, Regional Recreation Greenways often vary in form, function, surfacing, user types, land ownership and management arrangements.



Note: Bowen Island & Abbotsford are part of the Regional Parks function

Map 8: Ecological Assets



Goal 4: Develop Complete and Resilient Communities

This goal focuses on building socially inclusive communities and neighbourhoods throughout the region where people from all walks of life can find a place to live, earn a living, access the services they need and enjoy social, cultural and recreation pursuits.

A key challenge will be to ensure that there is an adequate supply of housing to meet future demand, including an appropriate mix of housing types and tenures to respond to the needs of an aging population and to changing family and household characteristics.

Improving housing affordability is also a critical challenge to be addressed through this plan. The land use regulation system can help to provide for a broader mix of affordable housing supply including entry-level ownership, affordable rental housing and social or government subsidized housing. Housing targets have been included in this goal recognizing that senior government assistance will be required to achieve them. Including specific housing targets in the Regional Growth Strategy helps to put an emphasis on housing needs throughout the region as well as draw attention to the importance of all levels of government working together to find solutions.

Socially inclusive communities also promote safety, healthy living and a sense of place. General guidelines are provided on these elements. Finally, this goal includes strategies that reduce risk from natural hazards and engage citizens and member municipalities in actions to respond to the impacts of climate change.



Affordable is defined as housing that does not cost more than 30% of a household's gross annual income.

Low income is defined as incomes which are below 50% of the median income for the region.

Low to Moderate is defined as 50% to 80% of the median income for the region.

Metro Vancouver is a direct provider of social housing through the Greater Vancouver Housing Corporation.

Key strategies in the *Metro Vancouver Affordable Housing Strategy* adopted by the Board in November 2007 include:

- **Fiscal actions** designed to improve the economics of housing production and provide incentives to leverage funds from other sources as a means of increasing the supply of affordable housing.
- **Regulatory actions** which rely on the regional and municipal planning and development control processes to encourage an increase in the supply and diversity of housing at key points along the housing continuum.
- **Education and advocacy** designed to build community awareness and support for affordable housing and to advocate for solutions to respond to needs which are not currently being met through existing government programs.

Strategy 4.1 Provide diverse and affordable housing choices

Metro Vancouver Actions:

- 4.1.1 Metro Vancouver will evaluate Regional Context Statements to help increase the supply and diversity of housing across the region and ensure that the requirements set out in Action 4.1.5 are met.
- 4.1.2 Metro Vancouver will waive Regional Development Cost Charges for non-profit rental housing, supportive housing, as well as housing that is affordable to households with low or low to moderate incomes (incomes at or below 80% of the median income for the region) where affordability is secured for a minimum of 20 years, as set out in the Region's Affordable Housing Strategy.
- 4.1.3 Metro Vancouver will adopt strategies to increase the Greater Vancouver Housing Corporation portfolio by 100 units per year through the densification of existing properties and other measures, with this target to be increased when senior governments provide funding for new housing supply programs.
- 4.1.4 Metro Vancouver, through the Greater Vancouver Housing Corporation, will assist in the management of units acquired through municipal processes.

Municipal Actions

- 4.1.5 Member municipalities will develop Housing Action Plans to be included in their Regional Context Statements which:
 - (a) Specify strategies for meeting the proposed sub-regional targets for rental and ownership units as set out in Table 4.1;
 - (b) Specify strategies for increasing the supply of units affordable to households with incomes at or below 80% of the median income for the region consistent with the targets set out in Table 4.2;
 - (c) Identify actions to be taken to reduce the number of households in core housing need including households that are in need and spending at least half of their income on housing;
 - (d) Identify opportunities to increase the supply and diversity of housing in existing neighbourhoods including infill developments, smaller lot sizes as well as more compact housing forms such as secondary suites, row houses, coach houses, and garden suites;
 - (e) Give consideration to inclusionary housing policies or density bonus policies as a means of securing additional "affordable" rental units for households with low or low to moderate incomes;
 - (f) Identify opportunities for working with senior levels of government to secure additional non-market housing stock to meet local housing needs and priorities including the needs of low income families, seniors, and persons with disabilities;

- (g) Identify opportunities for working with senior levels of government to put into place specific strategies and services to address the needs of those who are homeless and/or at risk of homelessness; and
- (h) Specify policies that limit the loss of existing rental housing stock including policies to mitigate the impact on tenants who may be displaced.

Actions by Other Governments and Agencies

- 4.1.6 Metro Vancouver will advocate for capital and operating funding from senior levels of government to support the production of:
- (a) 2,000 new social housing units per year over the life of the Regional Growth Strategy consistent with the targets set out in Table 4.2 and the priorities identified by member municipalities through their Housing Action Plans; and
 - (b) 5,000 new transitional and supportive housing units across the region over the next 10 years with this housing being targeted to meeting the housing and support needs of those who are homeless or at risk of homelessness.



Households in core housing need are households that are unable to find housing in their community that they can afford with the resources that they have available without spending 30% or more of their income on housing.

An important sub-group of households in core housing need are those who are in need and spending at least half of their income on housing (INALH). These are households that face extreme affordability challenges and who are at increased risk of homelessness.

In addition to ensuring that there is a sufficient supply of housing to meet future demand, the housing targets set out under this strategy are intended to reduce the number of renter households in core housing need by 50% over a 10 year time frame with funding support from senior levels of government helping to ensure that this target can be met.

Table 4.1: **Ownership and Rental Housing – Five Year and Ten Year Targets**

Sub-Region	Five Year Targets 2007 - 2011		Ten Year Targets 2007 - 2016	
	Ownership	Rental	Ownership	Rental
Burnaby/New Westminster				
Langley City/Langley Township				
Maple Ridge/Pitt Meadows				
North East Sector				
North Shore				
Richmond				
Surrey/White Rock/Delta				
Vancouver/UEL				
Metro Vancouver				

Table 4.2: **Rental and Social Housing Production Targets**

Target Population	Low income Incomes at or below 50% of the median income for the region	Low to Moderate Incomes between 50% and 80% of the median income for the region	Moderate to Above Incomes at or above 80% of the median income for the region	Total Rental Housing Targets Ten Year Targets
Burnaby/New Westminster				
Langley City/Langley Township				
Maple Ridge/Pitt Meadows				
North East Sector				
North Shore				
Richmond				
Surrey/White Rock/Delta				
Vancouver/UEL				
Metro Vancouver				

Note: The proposed targets for households with incomes below 50% of the median income for the region require funding support from senior levels of government in order to successfully reduce the number of households in core housing need.

Strategy 4.2 Develop complete, inclusive communities with access to a range of services and amenities

Metro Vancouver Actions

4.2.1 Metro Vancouver will evaluate Regional Context Statements to support the development of complete and inclusive communities, and ensure that the requirements set out in Action 4.2.2 are met.

Municipal Actions

4.2.2 Member municipalities will develop Regional Context Statements which:

- (a) Locate community, cultural, institutional and recreational facilities in centres or locations with good access to transit;
- (b) Include the development of municipal services and supports which enhance individual and community capacity and which support life-long learning; and
- (c) Identify policies and other plans that:
 - i) Reinforce the efficient and shared use of existing and planned community facilities, including schools;
 - ii) Ensure the provision of public spaces (parks, public squares or plazas) which provide opportunities for increased social interaction and community engagement;
 - iii) Support healthy and active living through the provision of safe pedestrian and cycling environments;
 - iv) Incorporate best practices in promoting personal safety in planning guidelines; and
 - v) Reinforce local character, heritage and identity in the planning and development process.





Strategy 4.3 Minimize risks from natural hazards and climate change

Metro Vancouver Actions

- 4.3.1 Metro Vancouver will evaluate Regional Context Statements to help minimize risks from natural hazards and climate change, and ensure that the requirements set out in Action 4.3.2 are met.

Municipal Actions

- 4.3.2 Member municipalities will develop Regional Context Statements which:
- (a) Specify development policies for natural hazard locations to ensure that they include appropriate engineering and planning measures to mitigate risk and have indicated how they will adapt to anticipated climate change impacts; and
 - (b) Demonstrate adequate risk management and mitigation plans to ensure the health and safety of existing and future communities in areas identified to be at higher risk for floods, landslides, and interface fires.

Actions by Other Governments and Agencies

- 4.3.4 Request that the Provincial and Federal government provide a long-term funding commitment for Integrated Flood Hazard Management in the Lower Fraser.
- 4.3.5 Request that the Provincial government develop an integrated flood management plan for the Metro Vancouver region in collaboration with Metro Vancouver and member municipalities which includes: infrastructure upgrades, updated floodplain mapping, flood management planning, climate change mitigation and adaptation strategies, and emergency preparedness measures.

Strategy 4.4 Develop energy-efficient communities contributing to climate change mitigation and adaptation

Metro Vancouver Actions

- 4.4.1 Metro Vancouver will evaluate Regional Context Statements to help develop energy-efficient communities and ensure that the requirements set out in Action 4. 4.3 are met.
- 4.4.2 Metro Vancouver will investigate the use of fiscal measures to develop energy-efficient communities and to reduce greenhouse gas emissions.

Municipal Actions

- 4.4.3 Member municipalities will develop Regional Context Statements which include policies to contribute to achieving the Provincial and Metro Vancouver greenhouse gas reduction target of 33% below 2007 levels by 2020 through such actions as the identification and implementation of opportunities for renewable energy generation, district heating systems, green building technologies and requirements, developing and implementing green infrastructure opportunities, and the design of communities that encourage transit, walking and cycling.

Private vehicles and trucks account for about 40% of greenhouse gas emissions (GHGs) in Metro Vancouver. After transportation, buildings are the second largest GHG source, accounting for 28% of the region's GHG emissions.

The successful implementation of the Regional Growth Strategy can make a major contribution to greenhouse gas reduction through policies that contain the urban footprint, encourage land use patterns that promote transit, walking and cycling and energy-efficient buildings, and through the protection of natural areas.

Goal 5: Promote an Effective and Sustainable Transportation System



Metro Vancouver recognizes the key role that land use patterns have in influencing travel patterns. Achieving regional growth strategy goals will require close integration of land use strategies with transportation strategies. TransLink has a long term transportation plan known as *Transport 2040* and is also required to prepare and implement Ten Year Plans. The Metro Vancouver Board is required to review these plans. The TransLink Board is identified as an “affected local government” in the Provincial growth strategy legislation meaning that their acceptance of the Regional Growth Strategy is required prior to Board adoption of the Regional Growth Strategy. The Province also prepares Provincial highway and transit plans for the Lower Mainland.

Metro Vancouver will promote accessibility and transportation choice by emphasising transit-oriented development patterns throughout the region, a compact region with growth focused in Urban Centres and the Priority Development Areas. This pattern of growth will help expand the opportunities to use transit, walk and cycle and reduce greenhouse gas emissions related to private automobile use. The dominant transit focus of the Regional Growth Strategy will in turn reduce the demand for vehicle space and result in more road space for transit vehicles, goods and service vehicles.

Metro Vancouver recognizes that the regional roads network plays a vital role in shaping regional growth, provides linkages among the region’s communities, and provides the goods movement network linkages within the Lower Mainland, intra- Provincial, national, and international linkages. Rail and barge have the ability to play a larger role in the future for goods movement and help reduce greenhouse gas emissions and community impacts.

Strategy 5.1 Integrate land use and transportation decisions to increase the modal share for transit, walking, and cycling trips

Metro Vancouver Actions

- 5.1.1 Metro Vancouver will evaluate Regional Context Statements to help support an increased share of trips by transit, walking and cycling and to ensure that the requirements set out in Action 5.1.8 are met.
- 5.1.2 Metro Vancouver will work toward achieving the regional journey to work mode split targets as set out on Table 5.1.

Table 5.1: Mode Split Targets for the Journey to work

Subregions	2006 (%)		2016 (%)		2031 (%)	
	Cycle/Walk	Transit	Cycle/Walk	Transit	Cycle/Walk	Transit
Burnaby/New Westminster	5.7%	24.5%				
Delta/Surrey/White Rock	3.4%	10.4%				
Langleys	4.6%	3.5%				
Maple Ridge/Pitt Meadows	3.7%	7.9%				
Northeast Sector	4.0%	12.8%				
North Shore	7.3%	13.0%				
Richmond	5.0%	11.8%				
Vancouver/UEL	16.3%	25.0%				
Metro Vancouver Total	8.0%	16.5%				

Source: Statistics Canada 2006 Census



- 5.1.3 Metro Vancouver seeks collaboration and agreement with the Province, TransLink and member municipalities to develop a Regional Transit System which will:
- Provide regional linkages to the Metro Core, Surrey Metro Centre, Regional City Centres, and Special Activity Centres;
 - Include both current and proposed corridors – where current corridors are presently capable of supporting enhanced transit service levels and proposed corridors are strategically located in relation to the current corridor network, designated centres and anticipated growth areas; and
 - Promote the development a Regional Transit System to include a rapid transit network (including SkyTrain, light rail or rapid bus systems that provide high volume linkages between major regional destinations), and frequent bus connections (providing enhanced high volume bus services along major corridors linking Urban Centres, and the Priority Development Areas).
- 5.1.4 Metro Vancouver will seek agreement with the Province, TransLink and member municipalities to confirm the Regional Transit Network as shown on Map 9 as the basis for land use and transportation decision-making in the region.
- 5.1.5 Metro Vancouver will seek collaboration with TransLink and member municipalities in the development of a regional cycling network and cycling infrastructure improvements that will support safe cycling routes for all trip purposes.
- 5.1.6 Metro Vancouver will work with municipalities to ensure there is sufficient land development capacity to support transit investment and service levels in the Urban Centres and Priority Development Areas.
- 5.1.7 Metro Vancouver will collaborate with TransLink and member municipalities in determining the criteria used to define “major development proposals” and to assist in the evaluation of major development proposals, pursuant to section 4 of the South Coast British Columbia Transportation Authority Act.

Municipal Actions

- 5.1.8 Member municipalities will develop Regional Context Statements which:
- Include policies which:
 - contribute to the transit, walking and cycling mode splits targets set out in Table 5.1;
 - achieve development densities to support a viable regional transit system;
 - support pedestrian and cycling linkages; and
 - pursue parking pricing and supply policies that support transportation demand management.
 - Include a map which illustrates how the Regional Transit Network will be accommodated and

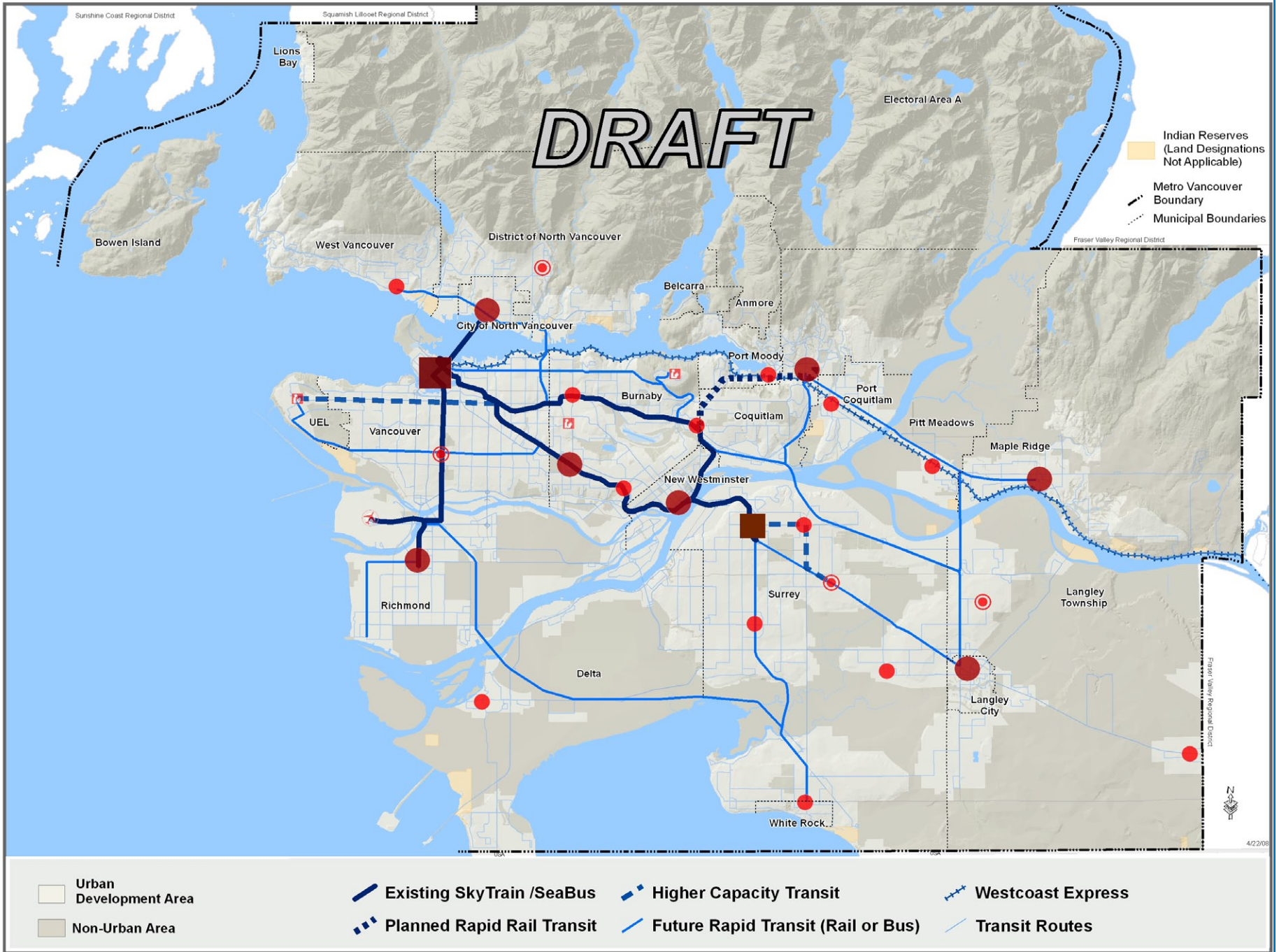
supported by land use decisions; and

- (c) Include a map which illustrates how regional and local cycling routes promote a safe cycling network serving major destinations within a municipality as well as appropriate linkages with cycling routes in adjacent municipalities.

Actions by Other Government and Agencies

- 5.1.9 Request that the Province and TransLink collaborate with Metro Vancouver to adopt transportation plans and strategies that support regional growth management objectives.
- 5.1.10 Request that the Province and TransLink collaborate with Metro Vancouver and adjoining regional districts to improve transit options to and from Metro Vancouver.
- 5.1.11 Request the Province and TransLink to collaborate with Metro Vancouver in the development and implementation of transportation demand management measures supporting the Regional Growth Strategy.
- 5.1.12 Request the Province to investigate the feasibility of improved passenger rail services in the Seattle corridor and to examine potential right of ways that would improve service and reduce community impacts.

Map 9: Regional Transit Network



Strategy 5.2 Integrate land use and transportation decisions to support an efficient regional roads and goods movement network for the region

Metro Vancouver Actions

- 5.2.1 Metro Vancouver will evaluate Regional Context Statements to help support an efficient regional roads and goods movement network and to ensure that the requirements set out in Action 5.2.6 are met.
- 5.2.2 Metro Vancouver will seek collaboration and agreement with the Province and TransLink and member municipalities to identify and protect the Regional Roads Network, as shown on Map 10.
- 5.2.3 Metro Vancouver will advocate for the active management of the Regional Roads Network, including consideration of lane capacity allocation/priorities to goods movement, service vehicles and transit, along with supporting road pricing policies where feasible.
- 5.2.4 Metro Vancouver will advocate for the limitation of additional lane capacity over major water crossings and will advocate for the expansion of road capacity only where such increase has as its principal objective the more efficient movement of transit, goods and services vehicles.
- 5.2.5 Metro Vancouver will protect the region's industrial land base (see Strategy 2.1) to ensure the integration of land use with efficient goods and services distribution throughout the region.

Municipal Actions

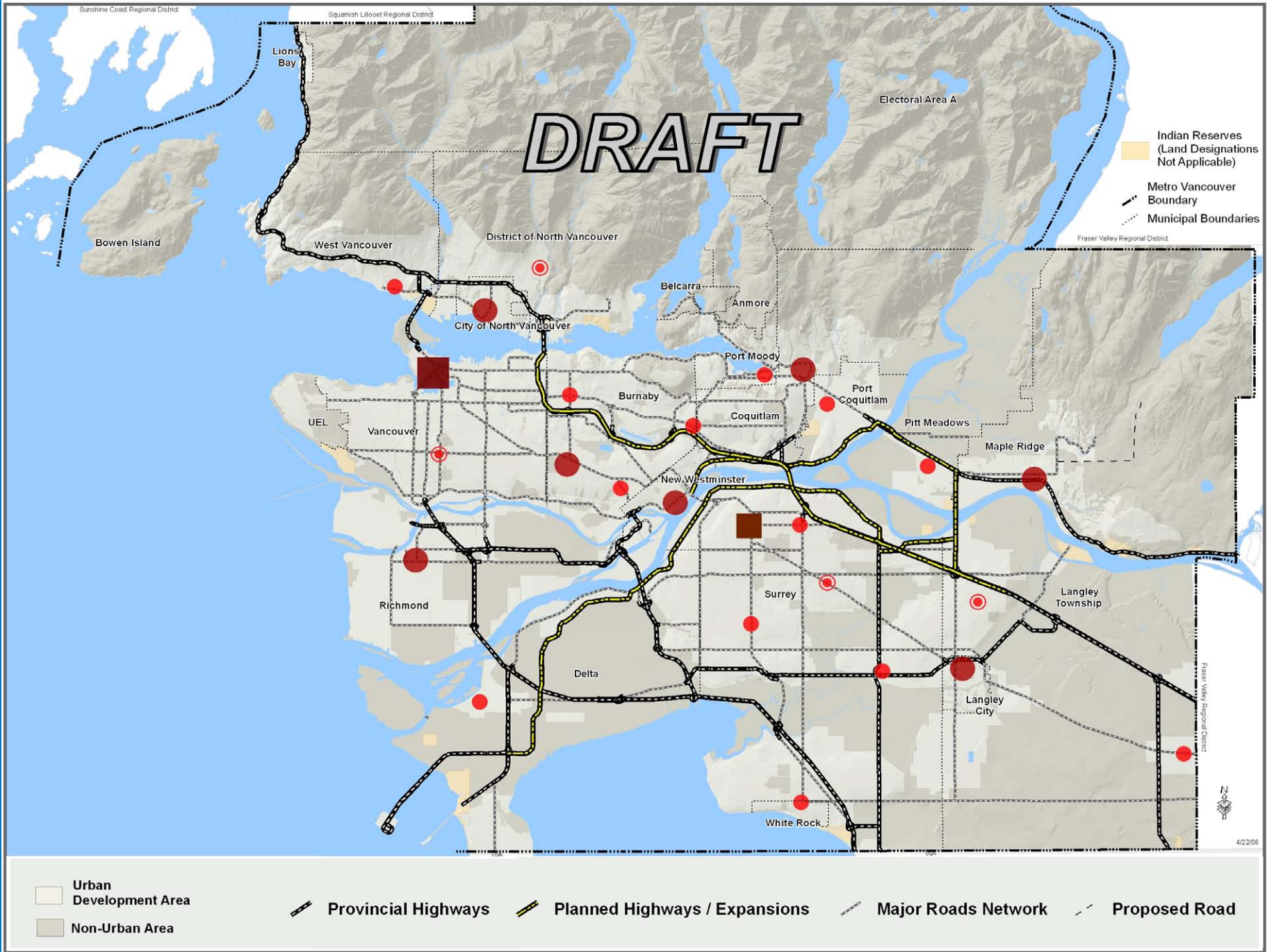
- 5.2.6 Member municipalities will develop Regional Context Statements which:
 - (a) Identify on a map municipal segments of the Regional Roads Network, as shown on Map 10;
 - (b) Include policies that demonstrate measures to increase people and goods movement capacity of arterials on the Regional Roads Network by working toward development that concentrates commercial development in centres and nodes and limits direct access to the Regional Roads Network where appropriate; and
 - (c) Protect barge nodes and rail corridors.



**Actions by Other Governments and Agencies**

- 5.2.7 Request that the Province and TransLink adopt transportation plans and strategies that support regional growth management objectives by ensuring that:
- (a) The Regional Roads Network, as shown on Map 10, is supported by plans, implementation and funding strategies;
 - (b) The criteria for phasing and development of the Regional Roads Network are clearly identified; and
 - (c) The development of a comprehensive demand management, including appropriate lane management and pricing systems to assist in optimizing efficient road use and minimizing environmental impacts, including achieving greenhouse gas reduction targets.
- 5.2.8 Request TransLink, the Vancouver Fraser Port Authority and the railways to examine ways to optimize opportunities to use rail and barge for goods movement and protect rail rights-of-way and freight access points to waterways.

Map 10: Regional Roads Network



E. Implementation

To implement Metro Vancouver's Regional Growth Strategy, the Metro Vancouver Board and member municipalities agree to the following procedures.

Regional Context Statements

- 1.1 Pursuant to Section 866(1) of the *Local Government Act*, municipalities will include a *Regional Context Statement* in their municipal *Official Community Plan (OCP)*, which demonstrates the consistency of the *Official Community Plan* and *Metro Vancouver's Growth Strategy*, and, if inconsistencies exist, how those will be resolved over time. The *Regional Context Statement* must be submitted to the Metro Vancouver Board within two years of adoption of *Metro Vancouver's Growth Strategy*.
- 1.2 The *Regional Context Statement* will identify how the *Official Community Plan* is consistent with each Strategy in *Metro Vancouver's Growth Strategy* and demonstrate how all "Municipal Actions" will be implemented.
- 1.3 Pursuant to section 866(5) of the *Local Government Act*, the Metro Vancouver Board will respond by resolution within 120 days after receipt of the *Regional Context Statement* indicating whether it accepts the *Regional Context Statement*. If the Board refuses to accept the *Regional Context Statement* it will indicate the provisions to which it objects and the reasons for its objections.
- 1.4 If a municipality proposes to amend its OCP after the *Regional Context Statement* has been accepted and the amendment is of regional significance (criteria and thresholds to be determined) prior to final reading of the bylaw, it will forward the proposed amendment to the Metro Vancouver Board to determine whether such amendments require an amendment to the *Regional Context Statement*.

Amendments to Regional Land Use Designations

- 1.5 The Metro Vancouver Board may, by bylaw, amend any designation of an area of land identified in the Regional Growth Strategy Map by a two-thirds weighted vote provided that prior to such amendments, the Board has received a resolution from the municipality/municipalities or Electoral Area proposing the amendment. The Board must notify all municipalities and hold a public hearing to receive public comment on the proposed amendment.
- 1.6 The Metro Vancouver Board may, by bylaw, amend any policy statement or map in *Metro Vancouver's Growth Strategy* by a two-thirds weighted vote provided that prior to such amendment it has notified all municipalities and has not received notice of a resolution opposing the amendment from any municipality or Electoral Area within 120 days of the notification, and has held a public hearing to received public comment on the proposed amendment.

Regional Growth Strategy Monitoring and Review

- 1.7 Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy.
- 1.8 The Metro Vancouver Board, will at least every five years, consider whether the Regional Growth Strategy should be reviewed for possible revision and amendment.



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