

NO: R213

COUNCIL DATE: October 4, 2010

REGULAR COUNCIL

TO: Mayor & Council **DATE: October 4, 2010**

FROM: General Manager, Planning and Development **FILE:**

SUBJECT: Review of the Draft Metro Vancouver Regional Growth Strategy

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Authorize the City Clerk to forward a copy of this report and the related Council resolution, including any additional comments from Council, to Metro Vancouver as input regarding the Draft Metro Vancouver Regional Growth Strategy.

INTENT

The purpose of this report is to provide information to Council regarding the latest draft of the Metro Vancouver Regional Growth Strategy (the "RGS") dated September 2010 (Appendix 1) and to recommend comments for Council's consideration on the current draft of the RGS, for submission to Metro Vancouver within the consultation period that ends on October 15, 2010.

POLICY CONSIDERATIONS

The RGS, once adopted by the Metro Vancouver Board and ratified by member municipalities, will replace the existing Livable Region Strategic Plan ("LRSP"). The adoption of a new RGS for the region will require the preparation by each member municipality of a new Regional Context Statement ("RCS") within two years. The RCS must show how the City's Official Community Plan ("OCP") is generally consistent with the RGS and, where it is not, how the OCP will be made consistent with the RGS over time. The RCS of each member municipality requires acceptance by the Metro Vancouver Board in a weighted majority vote. A newly required feature in the RCS will be the definition and delineation of "Frequent Transit Development Areas," to be established in consultation with TransLink. These are areas where higher densities of residences and jobs will be encouraged in association with the planned delivery of frequent transit service.

BACKGROUND

Metro Vancouver has been undertaking the development of a new regional growth strategy for a number of years. In November, 2009 Metro Vancouver staff produced a draft of a new RGS, which was circulated to member local governments for comment. Surrey City Council considered Corporate Report No. R010, related to this previous draft RGS, on January 11, 2010 and approved

the recommendations of that report. A copy of this previous Corporate Report and the related Council resolution are attached as Appendix 2 to this report. Following this previous round of consultation, a revised draft RGS was prepared and presented to the Metro Vancouver Technical Advisory Committee ("TAC") on April 8, 2010.

Some of the major differences between the LRSP and the current draft RGS are:

- the expansion of the number of land use designations in the RGS, including Agriculture and Recreation - Conservation in the area previously designated as the "Green Zone" and Industrial, Mixed Employment, General Urban and Rural in the area previously designated as "Urban";
- the inclusion of defined Urban Centres and Frequent Transit Development Areas; and
- a greater emphasis on concentrating urban growth into urban centres and along frequent transit corridors, and of directing dense residential development and "major trip generating" land uses to areas well-served (now or in the future) by public transit.

The draft RGS took a more regulatory stance in regard to land use change than the LRSP, expanding the number of local land use changes that would require a formal vote at the Regional Board along with a public hearing, notably the conversion of industrial and employment lands to other urban uses.

A number of member municipal Councils from around the region, including the City of Surrey, expressed concerns with the evolving draft RGS through the Spring of 2010. These concerns were primarily related to the degree of regional oversight related to local government land use decisions and the increased bureaucracy facing land development applications that required regional referral, a regional public hearing and Regional Board approval in addition to local land use approvals.

In response to these concerns, the TAC struck an RGS Working Group, made up of senior planning staff from a number of member municipalities, including the City of Surrey. This Working Group met weekly through the late spring and summer (a total of 10 meetings) along with Metro Vancouver staff to develop a revised draft RGS that would address the concerns with the previous draft expressed by member municipalities. The result of this effort is the latest draft RGS, entitled "Metro Vancouver 2040: Shaping our Future", dated September 3, 2010 (see Appendix 1). This draft RGS was presented to the Metro Vancouver Regional Planning Committee on September 3, 2010, and was subsequently released for review by member municipalities. The deadline for receiving comments on this current draft of the RGS is October 15, 2010.

DISCUSSION

The current (September 3, 2010) draft RGS addresses the concerns with the previous draft RGS that were expressed by the City of Surrey. There are a number of key changes between the April 8, 2010 draft RGS and the current draft. These changes include:

- **Streamlined and more flexible definitions for the land use designations, including the Industrial, Mixed Employment, General Urban, Rural, Conservation & Recreation and Agricultural designations:** These are now called "Intent Statements" which set out the general intent for each land use designation, rather than a prescriptive list of permitted and excluded uses. It is up to local governments, through their RCS that they submit to the Regional Board to articulate how local OCPs reflect these Intent Statements.
- **Clarification on the definition of Urban Centres and Frequent Transit Development Areas (FTDAs) in the RGS:** The boundaries of these areas are defined by local governments (in consultation with TransLink in the case of the FTDAs) and do not constitute a Land Use Designation in the RGS. In other words, changes to the boundaries of these areas are not subject to a vote at the Regional Board level, since they do not constitute a change to the RGS. This was a major point of discussion between Metro staff and the TAC Working Group. Local governments now have discretion (within broad guidelines) in defining the kinds of uses and densities that will be directed to Urban Centres and FTDAs, appropriate to local contexts.
- **Clarification that the intent of the new Rural designation is to limit the scale and density of development and limit the extension of regional infrastructure to service these areas:** Local governments can articulate the appropriate density and scale of development in Rural areas in their RCS, within certain broad parameters.
- **For the Industrial and Mixed Employment areas, there is now a greater degree of local flexibility in defining the appropriate uses and densities for these areas in the RCS that is submitted to the Regional Board for approval.**
- **The "requirement" for municipalities to prepare Housing Action Plans has been replaced by "encouragement" to prepare such plans.**
- There is a new mechanism (Section 6.2.5) that allows local governments to exempt minor land use adjustments (i.e., for sites less than 1 hectare in area, or less than 3 hectares in area if adjacent to a rapid transit station) from Regional Board consideration, by including this "exemption language" in their RCS.

The September 3, 2010 draft RGS is a less regulatory, more flexible and a more streamlined plan, by which local municipalities have a greater degree of discretion and flexibility in defining how land use plans at the local level contribute to regionally significant goals.

The key link between local plans (OCPs) and the RGS is the RCS that is to be prepared by each member local government within two years of the adoption of a new RGS. The RCS must be "generally consistent" with the RGS; the word "*generally*" was added after much discussion at the TAC Working Group meetings. The RCS, after being approved by the local Council, is adopted by a simple weighted majority vote at the Regional Board, with no requirement for a public hearing. This mechanism ensures that the member municipalities across the Region work in concert on land use issues of regional significance without being overly regulatory or bureaucratic.

Next Steps

After the comment period closes October 15, 2010, Metro Vancouver staff will produce a "final" draft RGS and will present a bylaw for first reading to the Metro Vancouver Board. This is expected to occur later in the Fall of 2010. Following first reading, there will be a series of public

hearings held around the region. After the public hearings are concluded, adjustments may be made to the RGS before it is referred to member municipalities for acceptance as set out in legislation. The bylaw will then be forwarded to the Metro Vancouver Board for final adoption in the Spring of 2011.

Following adoption of the new RGS, local governments must prepare and submit a RCS to the Metro Board for approval within two years. This RCS must show how the OCP of the municipality is generally consistent with the RGS and, where it is not, how it will be made consistent over time.

As stipulated in the draft RGS, there are several key requirements that must be contained in the RCS that the City submits for approval by the Metro Vancouver Board. These requirements include the delineation of the boundaries of Urban Centres and Frequent Transit Development Areas (FTDAs). These are areas which are planned for higher density residential and/or commercial development, in association with frequent transit service. In Surrey's case, the boundaries of Urban Centres (City Centre, Guildford Town Centre, Fleetwood Town Centre, Newton Town Centre, Semiahmoo Town Centre and Cloverdale Town Centre) are well established and delineated in the OCP. However, in the case of FTDAs, there must be a planning process in conjunction with TransLink to define areas where higher density development is encouraged in association with frequent transit service.

Another important component of the RCS is a clause that defines "minor exemptions" to the requirement to submit RGS amendment applications to the Metro Vancouver Board for approval. This clause provides a degree of local flexibility in implementing the land use designations in the RGS, appropriate to local circumstances.

SUSTAINABILITY CONSIDERATIONS

The draft RGS includes many policies that align with the City of Surrey's Sustainability Charter, including policies focussed on protecting ecosystems and environmentally sensitive areas and the land base for employment uses and agriculture and policies encouraging transit-supportive development and encouraging the provision of affordable housing.

CONCLUSION

The City of Surrey has previously expressed its support for the overall Vision, Goals and supporting Strategies of the draft RGS. Surrey's concerns related to the land use designations shown in the current draft RGS, the degree of regulatory oversight by Metro Vancouver over local land use decisions and the complexities of implementation of the RGS have been substantially addressed in the September 3, 2010 draft RGS.

Based on the above discussion, it is recommended that Council authorize the City Clerk to forward a copy of this report and the related Council resolution, including any additional comments from Council, to Metro Vancouver as input regarding the current Draft Metro Vancouver Regional Growth Strategy.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

DL:saw

Attachments:

Appendix 1 Draft Metro Vancouver Regional Growth Strategy (September 3, 2010)

Appendix 2 Corporate Report No. R010 and the related Council Resolution No. R10-91

Regional Growth Strategy

Appendix 1

Metro Vancouver 2040

Shaping Our Future



metro
vancouver

DRAFT – SEPTEMBER 3, 2010

www.metrovancouver.org

GREATER VANCOUVER REGIONAL DISTRICT

BYLAW NO. XXXX, 2011

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

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

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

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

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

2. The official citation of this bylaw is "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number XXXX, 2011". This Bylaw may be cited as "Metro Vancouver 2040 Regional Growth Strategy Bylaw".

READ THE FIRST TIME this xx day of _____, 2010

READ THE SECOND TIME this xx day of _____, 2010

READ THE THIRD TIME this xx day of _____, 2010

ADOPTED this xx day of _____, 2011

ACCEPTED, BY RESOLUTION

- by the Village of Anmore on the xx day of 2010
- by the Village of Belcarra on the xx day of 2010
- by the City of Burnaby on the xx day of 2010
- by the City of Coquitlam on the xx day of 2010
- by the Corporation of Delta on the xx day of 2010
- by the City of Langley on the xx day of 2010
- by the Township of Langley on the xx day of 2010
- by the Village of Lions Bay on the xx day of 2010
- by the District of Maple Ridge on the xx day of 2010
- by the City of New Westminister on the xx day of 2010
- by the City of North Vancouver on the xx day of 2010
- by the District of North Vancouver on the xx day of 2010
- by the City of Pitt Meadows on the xx day of 2010
- by the City of Port Coquitlam on the xx day of 2010
- by the City of Port Moody on the xx day of 2010
- by the City of Richmond on the xx day of 2010
- by the City of Surrey on the xx day of 2010
- by the Tsawwassen First Nation on the xx day of 2010
- by the City of Vancouver on the xx day of 2010
- by the District of West Vancouver on the xx day of 2010
- by the City of White Rock on the xx day of 2010
- by the Fraser Valley Regional District on the xx day of 2010
- by the Squamish-Lillooet Regional District on the xx day of 2010
- by the South Coast British Columbia Transportation Authority on the xx day of 2010

LOIS JACKSON
CHAIR

JOHNNY CARLINE
CHIEF ADMINISTRATIVE OFFICER

Vision Statement

Sustainable Region Initiative

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

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

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

Regional Growth Strategy

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

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A The Sustainability Framework: Context for the Regional Growth Strategy

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

Within Metro Vancouver's Sustainability Framework, the delivery of programs and services follows three fundamental imperatives:

- have regard for both local and global consequences;
- recognize and reflect the interconnectedness and interdependence of systems;
- recognize and respond to the need for collaborative decision making processes.

Metro Vancouver has formally put the concept of sustainability at the centre of its operating and planning philosophy and committed itself to be a leader in making the region one which is explicitly committed to a sustainable future. In keeping with this commitment, the Metro Vancouver Board

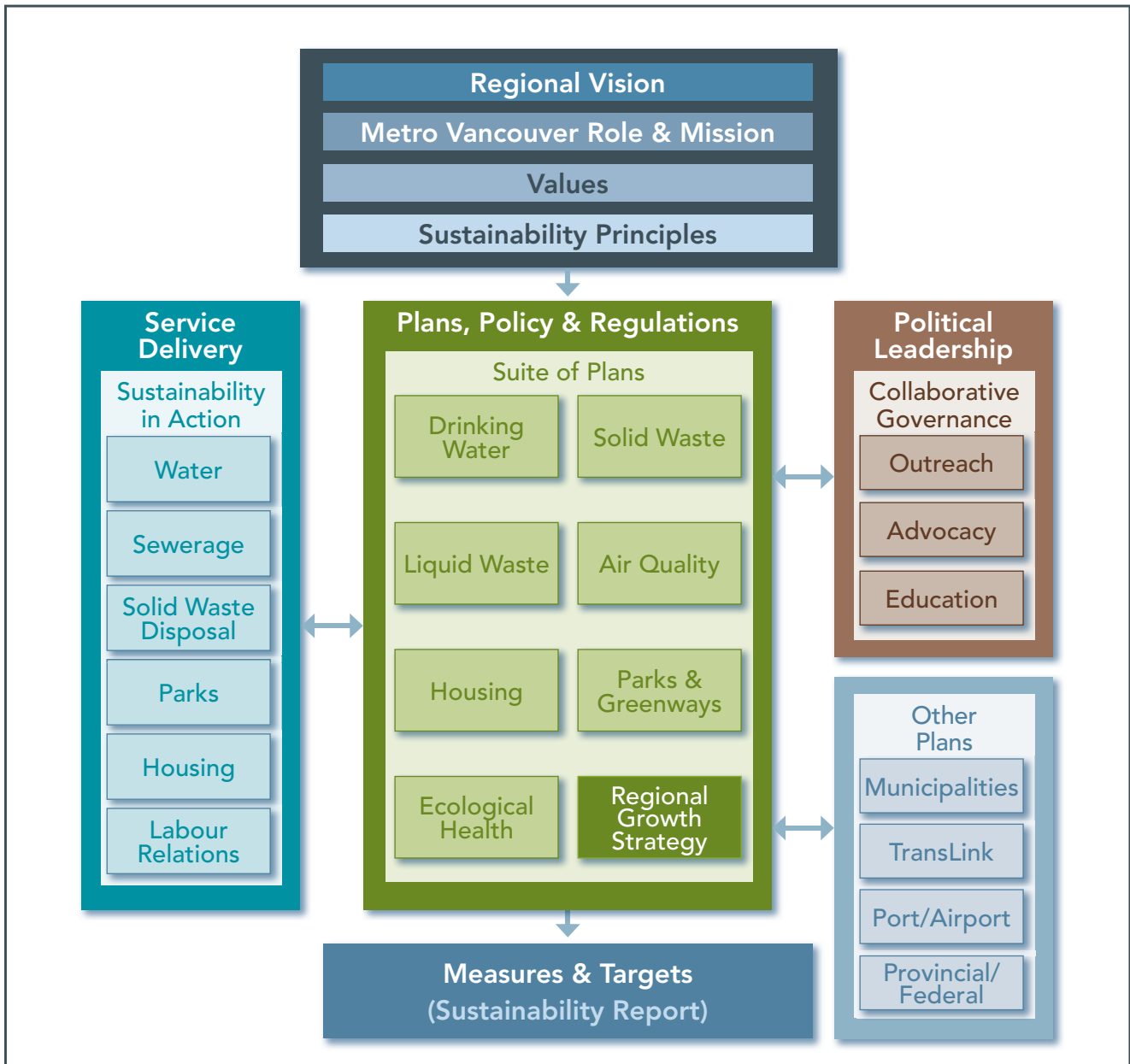
adopted a Sustainability Framework which sets out a structure for decision making and for moving ideas into action. Figure 1 shows the broader Sustainability Framework including the interrelationships and interconnections between Metro Vancouver's management plans and the region's broader commitment to sustainability.

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



FIGURE 1

Sustainability Framework: Regional Management Plans and Mandates



B Linkages to Other Plans

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

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

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

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

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



C Challenges and Responses

Challenges

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

Accommodating Growth While Advancing Livability and Sustainability

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

Building Healthy, Complete Communities

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

Supporting the Region's Economic Prosperity

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

Protecting the Natural Environment

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

Responding to Climate Change Impacts and Natural Hazard Risks

The major natural hazard risks facing the Metro Vancouver region include earthquakes, floods, and slope instability. Many of these are exacerbated by the global threat of climate change. The challenge is to prepare for and mitigate regional natural hazards and reduce the greenhouse gas emissions which can increase many of these risks.

Protecting Agricultural Land to Support Food Production

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

Responses

To respond to these challenges, the Regional Growth Strategy sets out a series of strategies and actions for Metro Vancouver and member municipalities arranged under five key goals intended to achieve the desired outcomes.



GOAL 1

Create a Compact Urban Area

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



GOAL 2

Support a Sustainable Economy

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



GOAL 3

Protect the Region's Environment and Respond to Climate Change Impacts

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



GOAL 4

Develop Complete Communities

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



GOAL 5

Support Sustainable Transportation Choices

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

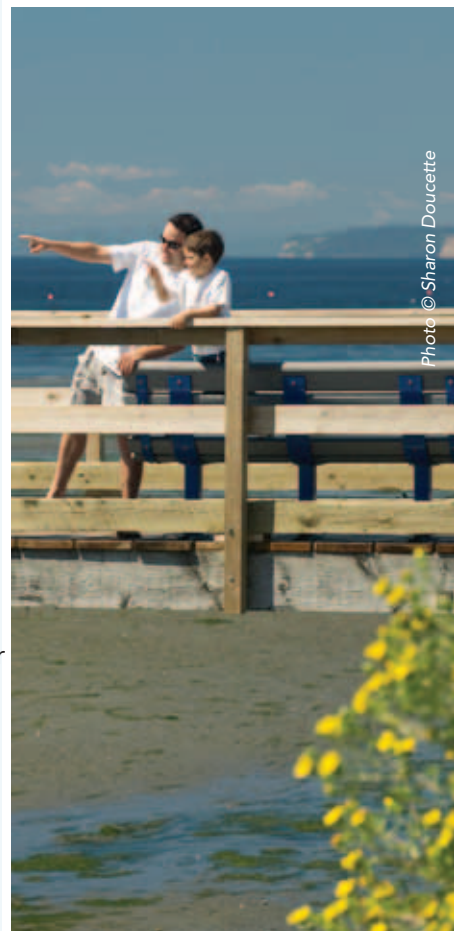


Photo © Sharon Doucette

MAP 1
Metro Vancouver Municipalities and Electoral Area



D Regional Land Use Designations

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

The intent statements for the regional land use designations are to be read in conjunction with applicable strategies and actions under each goal and are to be interpreted by municipalities in their Regional Context Statements. The boundaries for the regional land use designations are established on a parcel-based map maintained by Metro Vancouver and depicted on the Regional Land Use Designations map (Map 2), Urban Centres are depicted on the Urban Centres map (Map 4), and once defined by municipalities, Frequent Transit Development Areas will also be identified on Map 4.

Urban Containment Boundary

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

Urban Land Use Designations

General Urban

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

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

- **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. Urban Centres will be identified by municipalities in their Regional Context Statements in a manner generally consistent with the guidelines in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas).

- **Frequent Transit Development Areas**

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

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. It is the intent that these areas provide a range of employment options, continue to support industrial activities, and also support the planned function of Urban Centres and Frequent Transit Development Areas to meet the needs of the regional economy. Residential uses are not intended.

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

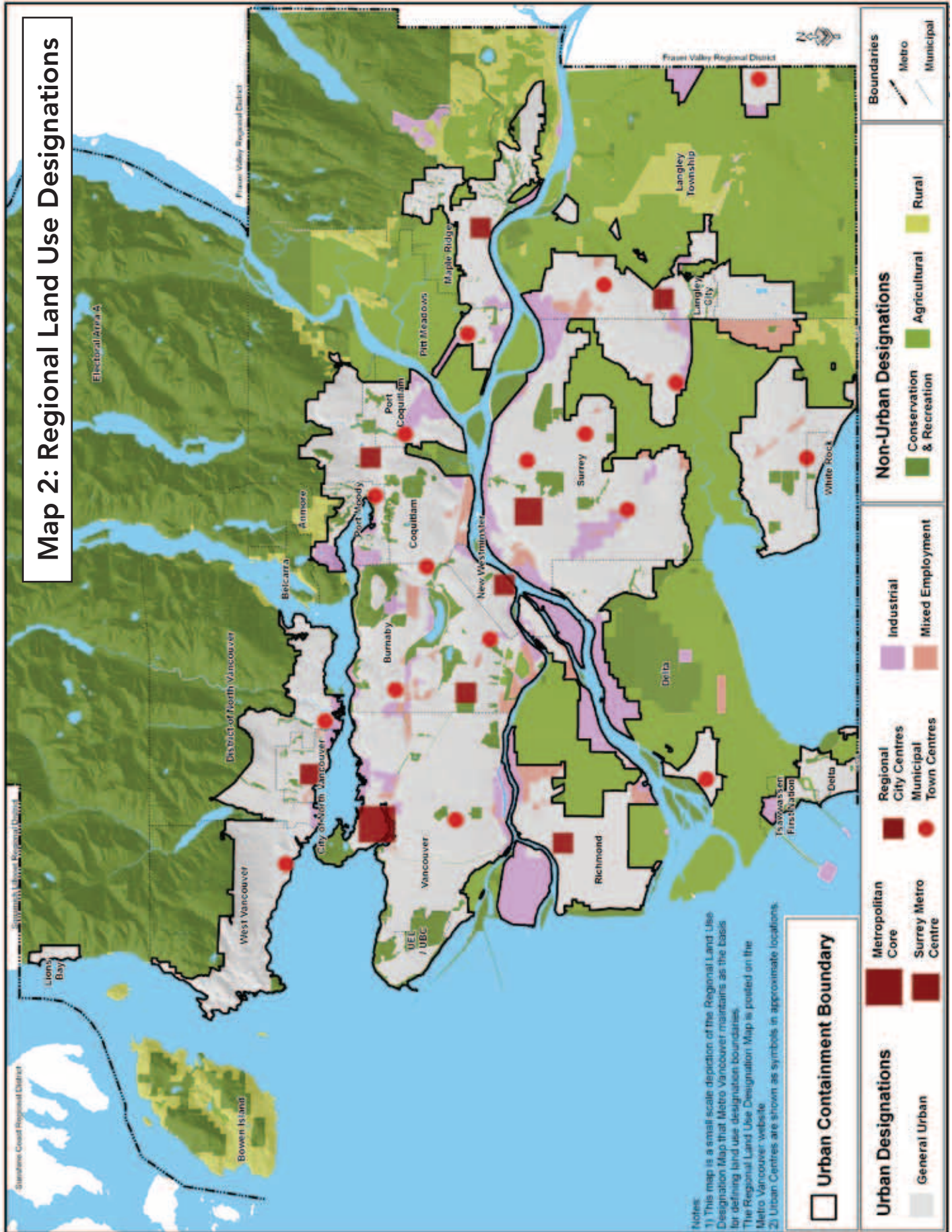
Agricultural areas are intended primarily for agricultural uses, facilities and supporting services with an emphasis on food production where appropriate. These areas reinforce provincial and local objectives to protect the agricultural land base of the region.

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.



Map 2: Regional Land Use Designations



E Goals, Strategies and Actions





GOAL 1

Create a Compact Urban Area

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

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

Strategies to achieve this goal are:

- 1.1 Contain urban development within the Urban Containment Boundary
- 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas
- 1.3 Protect the region's Rural areas from urban development



STRATEGY 1.1

Contain urban development within the Urban Containment Boundary

Metro Vancouver's role is to:

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

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

The role of municipalities is to:

1.1.3 Adopt Regional Context Statements which:

- a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);
- b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Table A.1 (Appendix A), and demonstrate how municipal plans will accommodate the projected growth within the Urban Containment Boundary.

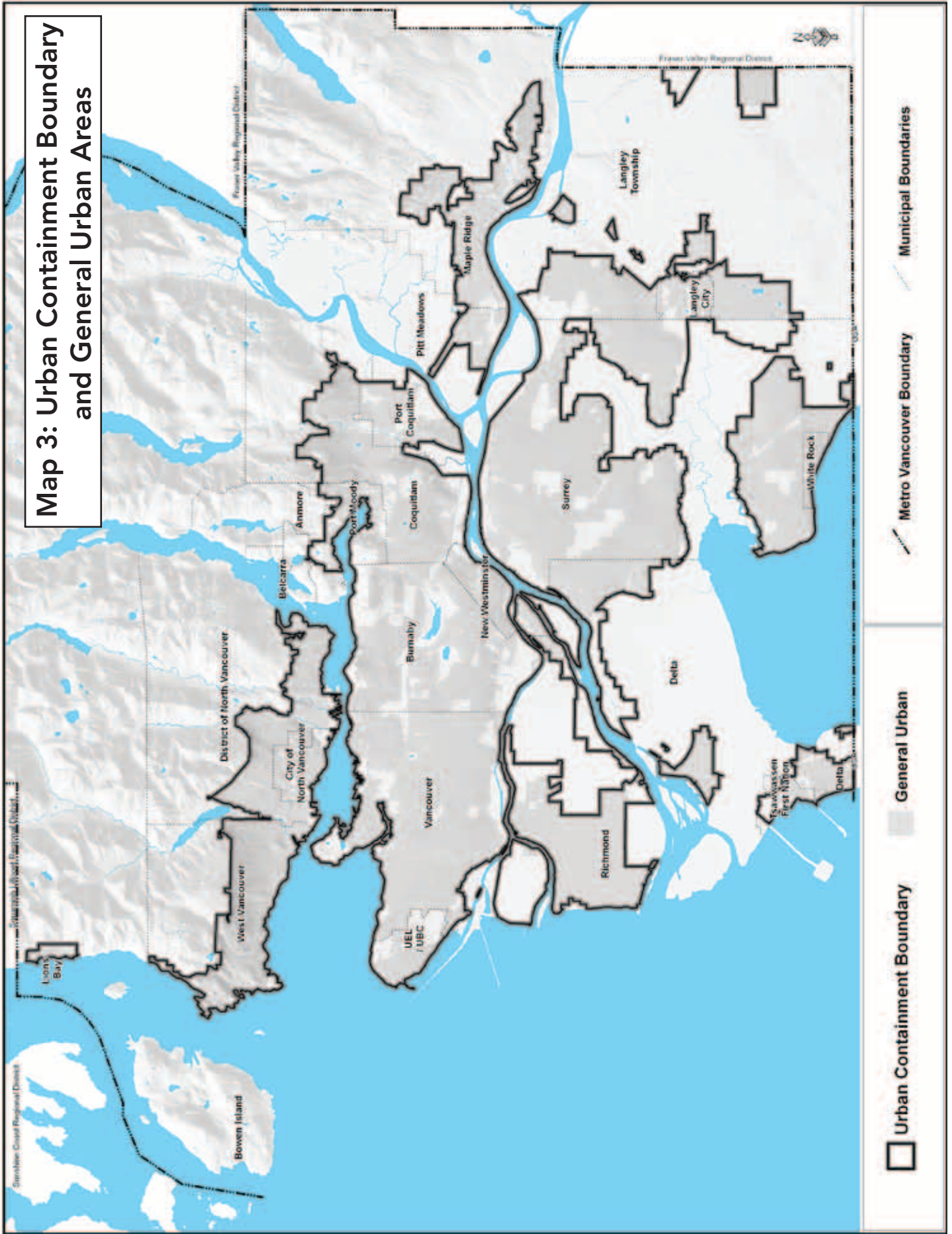
Actions Requested of Other Governments and Agencies

1.1.4 That the federal government and 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 of Urban Centres and Frequent Transit Development Areas in order to provide updated information on their location, extent and capacity.

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

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

The role of municipalities is to:

1.2.6 Adopt Regional Context Statements which:

- a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 1 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);
- b) within the General Urban area, include policies for Urban Centres which:
 - i) identify the general location, boundaries and type of Urban Centres on a map based on the guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Urban Centres map (Map 4);
 - ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);
 - iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;
 - iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;

- c) within the General Urban area, include policies for Frequent Transit Development Areas which:
- i) identify, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas on a map, based on:
 - Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);
 - TransLink's Frequent Transit Network, which may be updated over time;
 - other applicable guidelines and policies of TransLink for the Frequent Transit Network;
 - ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 2 (Guidelines for Urban Centres and Frequent Transit Development Areas);
 - iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;
- d) include policies for General Urban areas which:
- i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);
 - ii) direct development densities to General Urban areas that are generally lower than those in Urban Centres and Frequent Transit Development Areas;
 - iii) exclude non-residential major trip generating uses, as defined in the Regional Context Statement, which are inconsistent with the intent of concentrating growth in Urban Centres and existing or planned Frequent Transit Development Areas;
 - iv) encourage infill development by directing growth to established areas, where possible;
- e) where an Urban Centre or Frequent Transit Development Area boundary contains Industrial or Conservation and Recreation areas, the Industrial and Conservation and Recreation policies prevail;
- f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:
- i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;
 - ii) encourage safe and efficient transit, cycling and walking;
 - iii) implement transit priority measures, where appropriate;
 - iv) support district energy systems and renewable energy generation, where appropriate.

Actions Requested of Other Governments and Agencies

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

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

1.2.9 That the province and TransLink, as appropriate:

- a) collaborate with municipalities on the planning of new or expanded Frequent Transit Network corridors and stations;
- b) collaborate with municipalities to improve place-making, safety, access, and amenities for pedestrians, cyclists, and persons using mobility aids;
- c) work with municipalities to support the safe and efficient movement of people, goods and service vehicles, to, from, and within Urban Centres and Frequent Transit Development Areas (e.g. by enhancing the design and operation of the road network), where appropriate.

TABLE 1

Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas

DWELLING UNITS		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%
Urban Centres Total	216,300	26%	329,000	29%	400,000	31%	447,000	31%	230,700	40%
Frequent Transit Development Areas	217,000	26%	281,000	25%	337,000	26%	378,000	27%	161,000	28%
General Urban Area	382,000	45%	486,000	43%	535,000	41%	561,000	39%	179,000	31%
All Other Areas	33,000	4%	34,000	3%	35,000	3%	36,000	3%	3,000	1%
Metro Vancouver Total	848,000	100%	1,130,000	100%	1,307,000	100%	1,422,000	100%	574,000	100%

EMPLOYMENT		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%
Urban Centres Total	467,000	40%	601,000	42%	685,000	42%	762,000	43%	295,000	50%
Frequent Transit Development Areas	254,000	22%	323,000	22%	370,000	23%	412,000	24%	158,000	27%
All Other Areas	437,000	38%	524,000	36%	567,000	35%	579,000	33%	142,000	24%
Metro Vancouver Total	1,158,000	100%	1,448,000	100%	1,622,000	100%	1,753,000	100%	595,000	100%

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.

TABLE 2

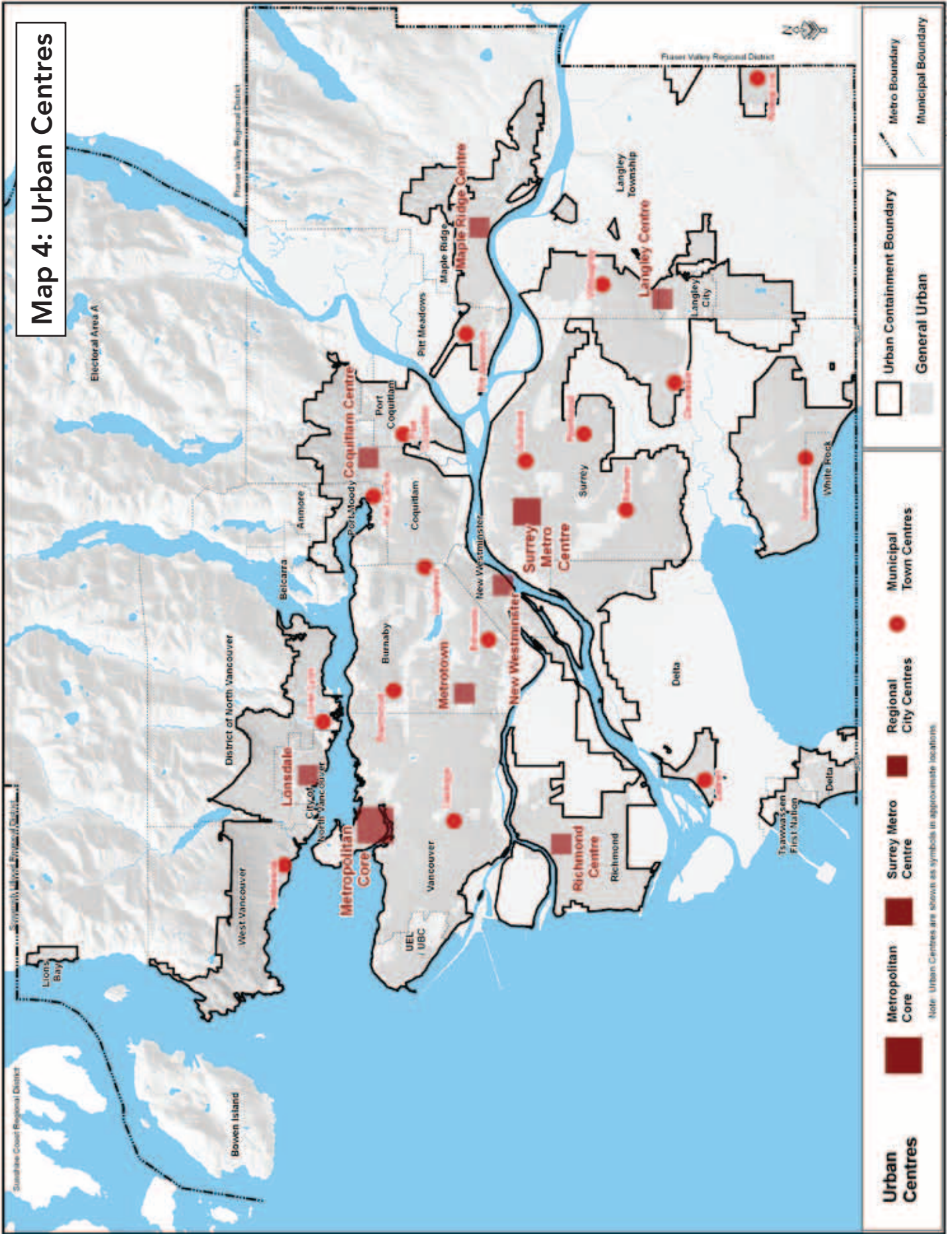
Guidelines for Urban Centres and Frequent Transit Development Areas

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

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 Map B.1: Frequent Transit Network Concept (Appendix B).
- TransLink's Major Road Network is a part of the regional road system, which includes provincial highways and federal transportation facilities. For more information refer to Map B.2: Major Road Network, Highways and Gateways (Appendix B).

Map 4: Urban Centres





STRATEGY 1.3

Protect the region's Rural areas from urban development

Metro Vancouver's role is to:

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

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

The role of municipalities is to:

1.3.3 Adopt Regional Context Statements which:

- a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);
- b) limit development to a scale, form, and density consistent with the intent for the Rural 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 designation;
 - ii) support agricultural uses, where appropriate.



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. This Regional Growth Strategy is intended to support a sustainable economy and a number of its strategies are important in contributing to that goal. However, it is important to recognize that this is a Regional Growth Strategy concerned primarily with land use and transportation and not an economic development strategy.

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

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

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

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

Strategies to achieve this goal are:

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



STRATEGY 2.1

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

Metro Vancouver's role is to:

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

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

- a) fiscal measures to reinforce the attraction of investment and employment to locations identified in Action 2.1.3;
- b) fiscal reform to ensure the property tax system is equitable and supports sound land use decisions;

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

The role of municipalities is to:

2.1.4 Adopt Regional Context Statements which:

- a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial, and Mixed Employment areas;
- b) support the development of office space in Urban Centres, which may include zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;
- c) include policies that discourage major commercial and institutional development outside of Urban Centres, or areas not well served by TransLink's Frequent Transit Network.

Actions Requested of Other Governments and Agencies

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

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

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

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

2.1.9 That the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with Metro Vancouver on shared economic matters.



STRATEGY 2.2

Protect the region's supply of industrial land

Metro Vancouver's role is to:

2.2.1 Monitor the supply of, and demand for, industrial land in the region with the objective of maintaining 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);

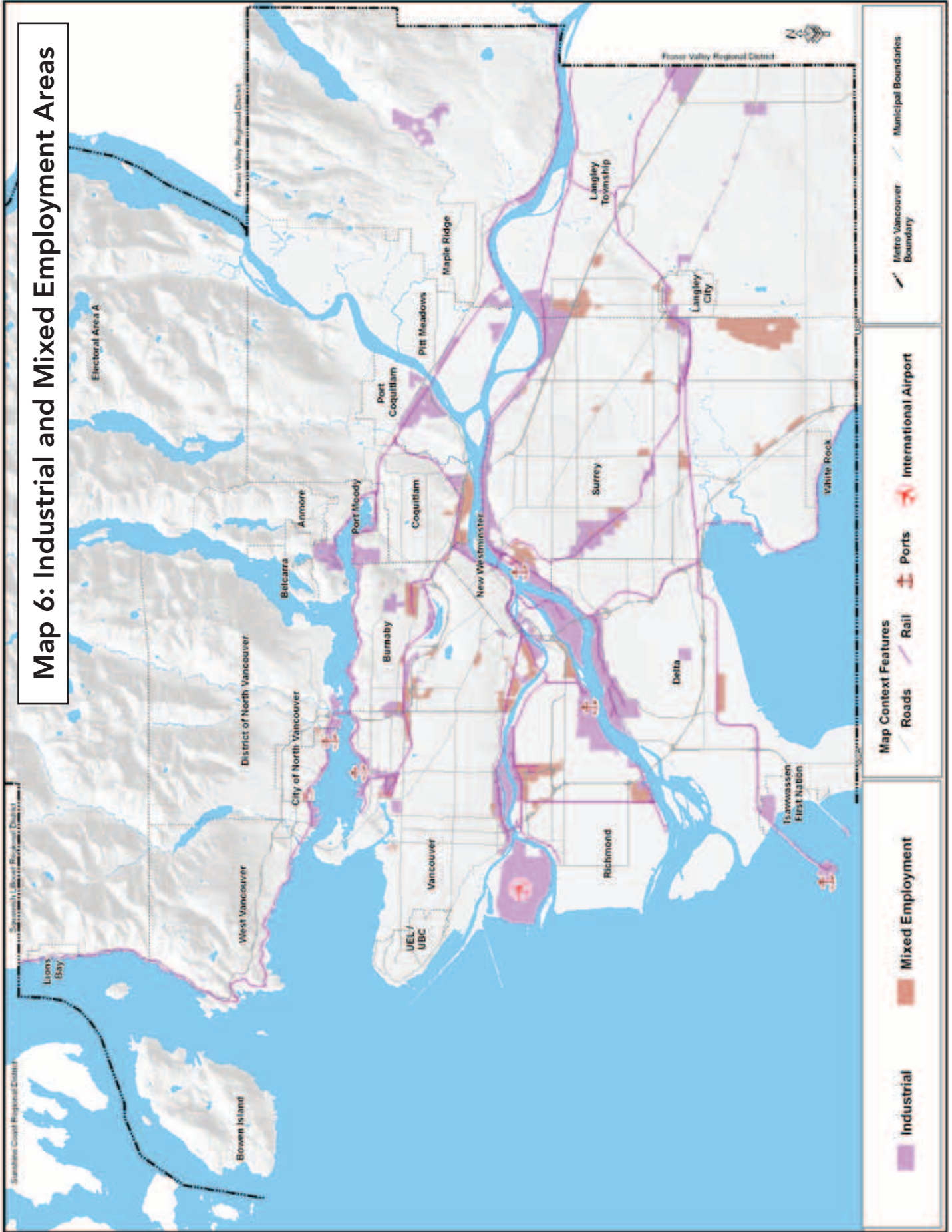
d) include policies for Mixed Employment areas which:

- 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, and where such development will not undermine the broad objectives of the Regional Growth Strategy;
 - iii) support the regional objective of concentrating office, retail and other high trip generating uses in Urban Centres and existing or planned Frequent Transit Development Areas;
 - iv) support the intensification or expansion of Mixed Employment areas in locations that are currently, or planned to be, well-served by transit;
 - v) exclude residential uses, except for an accessory caretaker unit;
- e) include policies which help reduce environmental impacts and promote energy efficiency.

Actions Requested of Other Governments and Agencies

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

Map 6: Industrial and Mixed Employment Areas



Note: The depicted road network, rail lines, and port / airport transportation facilities are shown for reference only.



STRATEGY 2.3

Protect the region's supply of agricultural land and promote agricultural viability with an emphasis on food production

Metro Vancouver's role is to:

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

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

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

2.3.4 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 2.3.5.

The role of municipalities is to:

2.3.5 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 land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;
 - ii) discourage subdivision of agricultural land leading to farm fragmentation;
 - iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;
 - iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);
 - v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);
 - vi) encourage the use of agricultural land primarily for food production;
 - vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.

Actions Requested of Other Governments and Agencies

2.3.6 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.

2.3.7 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.

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

- a) agricultural tax policies that reinforce the continued use of agricultural lands for agriculture operations, especially for food production;
- b) incentive and education programs to encourage new farmers.

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

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



Photo © Sharon Doucette

Map 7: Agricultural Areas





GOAL 3



Protect the Region's Environment and Respond to Climate Change Impacts

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

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

The Conservation and Recreation regional land use designation helps 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. The most significant contributions 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 and risk from other natural hazards such as flooding are also included in this section.

Strategies to achieve this goal are:

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



STRATEGY 3.1 Protect the region's Conservation and Recreation lands

Metro Vancouver's role is to:

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

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

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

The role of municipalities is to:

3.1.4 Adopt Regional Context Statements which:

- a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);
- b) include land use policies to support the protection of primarily publicly owned Conservation and Recreation areas that are generally consistent with the following:
 - i) public service infrastructure, including the supply of high quality drinking water;
 - ii) environmental conservation;
 - iii) recreation, primarily outdoor;
 - iv) education, research and training facilities and uses that serve conservation and/or recreation users;
 - v) commercial and office uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;
 - vi) limited agriculture use, primarily soil-based;
- c) consider policies that appropriately buffer Conservation and Recreation areas from activities in adjacent areas through various means.

Actions Requested of Other Governments and Agencies

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

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

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

- a) recognize the Conservation and Recreation designation and ensure that activities within or adjacent to these areas are consistent with the intent of the Conservation and Recreation designation;
- b) strive to improve consultation and collaboration among all levels of government in the planning of Conservation and Recreation lands.



Map 8: Conservation and Recreation Areas





STRATEGY 3.2

Protect and enhance natural features and connectivity throughout the region

Metro Vancouver's role is to:

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

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

- a) protect, enhance and restore ecologically important systems, features and corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features, as conceptually shown on the Natural Features and Land Cover map (Map 10);
- b) incorporate into land use decision making and land management practices planning tools, incentives, green technologies and infrastructure that support ecological innovation, minimize negative impacts on ecologically important features and maximize ecosystem function through restoration.

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

The role of municipalities is to:

3.2.4 Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (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 measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features on privately owned lands (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).

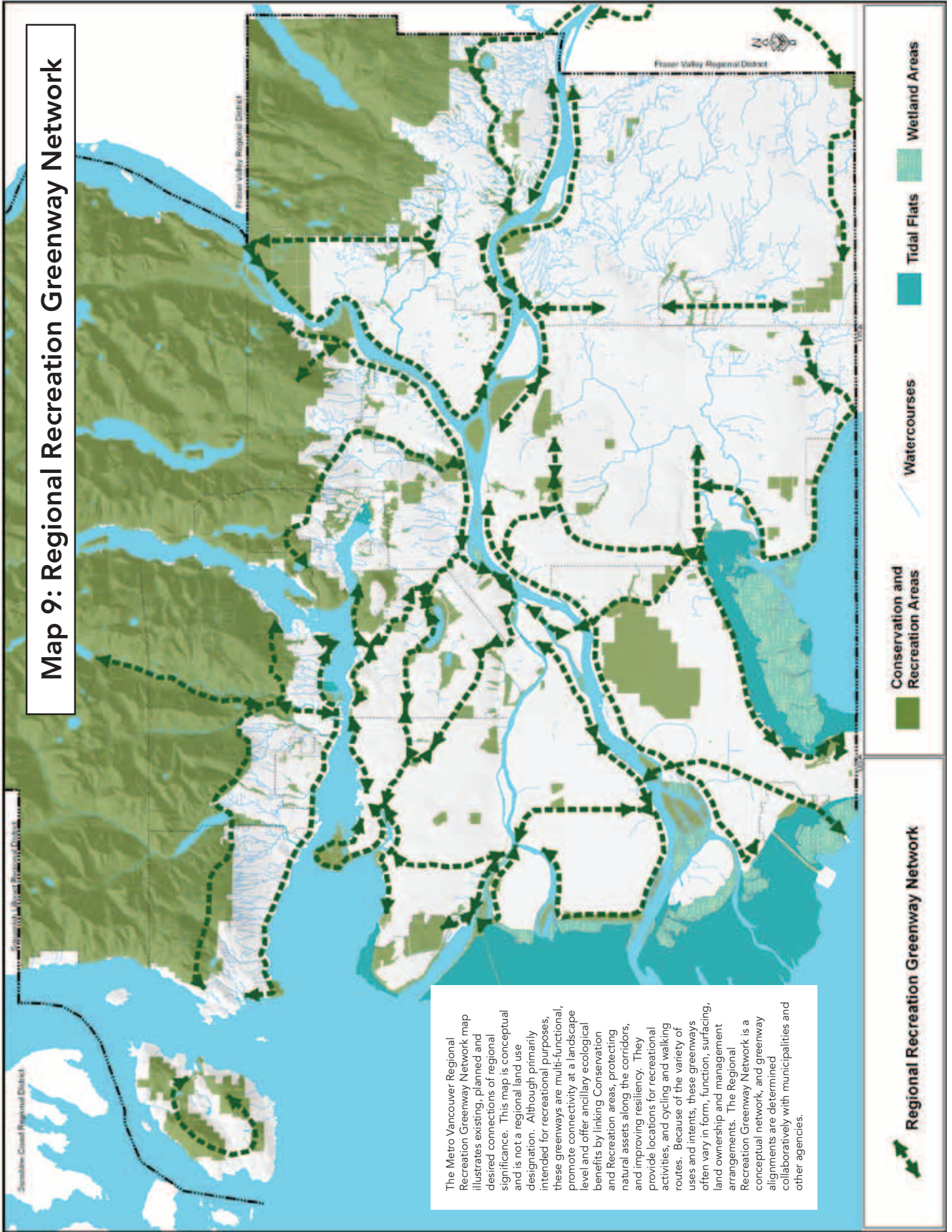
3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.

Actions Requested of Other Governments and Agencies

3.2.8 That TransLink support development of a regional cycling network in collaboration with municipalities, and coordinate its implementation with Metro Vancouver and its 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



The Metro Vancouver 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: This map is shown within the Regional Growth Strategy for reference only.

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: This map is shown within the Regional Growth Strategy for reference only.



STRATEGY 3.3

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

Metro Vancouver's role is to:

3.3.1 Implement the strategies and actions of the Regional Growth Strategy which contribute to regional targets to reduce greenhouse gas emissions by 33 percent below 2007 levels by 2020 and 80 percent below 2007 levels by 2050.

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.

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 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) support integrated storm water management and water conservation.

Actions Requested of Other Governments and Agencies

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

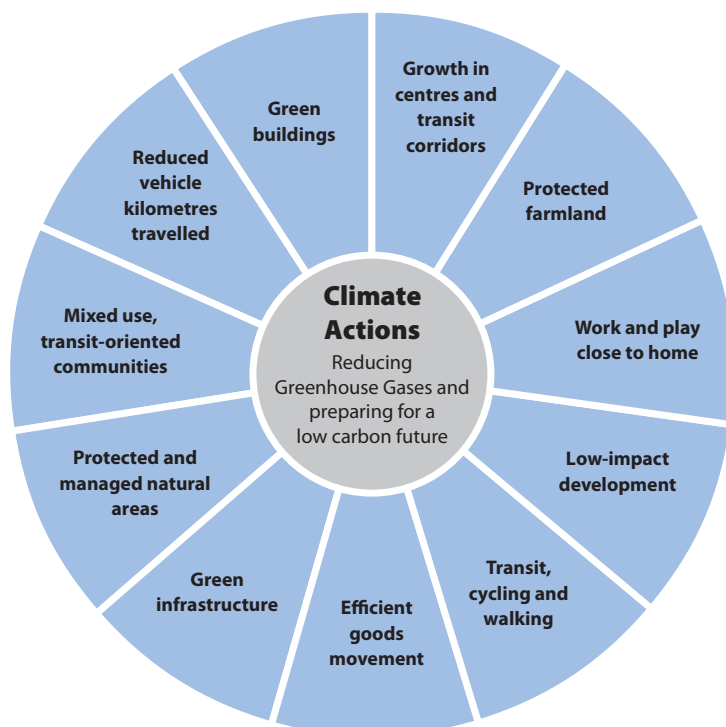
3.3.6 That TransLink pursue reductions of common air contaminants and greenhouse gas emissions from on-road transportation sources in support of regional air quality objectives and greenhouse gas reduction targets.

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

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

- a) in the building sector,
 - accelerate the modernization of the BC Building Code
 - increase incentives for residential and commercial building retrofits
 - support, where feasible and appropriate, energy recovery, renewable energy generation and district energy systems and related transmission needs
- b) in the transportation sector,
 - enable the implementation of regional transportation demand management measures such as transportation user-based pricing
 - increase funding for sustainable transportation infrastructure
 - continue to advance stringent standards for on-road vehicle emissions and fuel carbon content.

FIGURE 2
How Land Use and Transportation Strategies Contribute to Climate Actions





STRATEGY 3.4

Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks

Metro Vancouver's role is to:

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

3.4.2 Work with the federal government and the province, TransLink and municipalities to consider climate change impacts (e.g. sea level rise) and natural hazard risks (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires) when extending utilities and transportation infrastructure that encourages land use development.

3.4.3 Accept Regional Context Statements that encourage land use and transportation 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 Implement 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 Accept Regional Context Statements that achieve diverse and affordable housing options, and that meet or work towards Actions 4.1.6 and 4.1.7.

The role of municipalities is to:

4.1.6 Adopt Regional Context Statements which:

- a) include policies or strategies that indicate how municipalities will meet the estimated future housing demand as set out in Tables A.2 and A.3 (Appendix A), which:
 - i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;
 - ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;
 - iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or

low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;

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

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

4.1.7 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 4.1.6.

Actions Requested of Other Governments and Agencies

4.1.8 That the federal government and the province and their agencies provide incentives to stimulate private sector investment in rental housing.

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



STRATEGY 4.2

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

Metro Vancouver's role is to:

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

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

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

The role of municipalities is to:

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

- a) support compact, mixed use, transit, cycling and walking oriented communities;
- b) locate community, arts, cultural, recreational, institutional, medical/health, social service, and education facilities in Urban Centres or areas with good access to transit;
- c) provide public spaces and other place-making amenities for increased social interaction and community engagement;
- d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;
- e) support food production and distribution throughout the region. In urban areas this could include roof top gardens, green roofs and community gardens on private and municipally-owned lands and the location of healthy food retailers, such as grocery stores and farmers' markets near housing and transit services;
- f) when planning new communities, infrastructure, and transportation systems, assess overall health implications, including air quality and noise, with input from public health authorities;

- g) support universally accessible community design;
- h) where appropriate, identify local centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit.

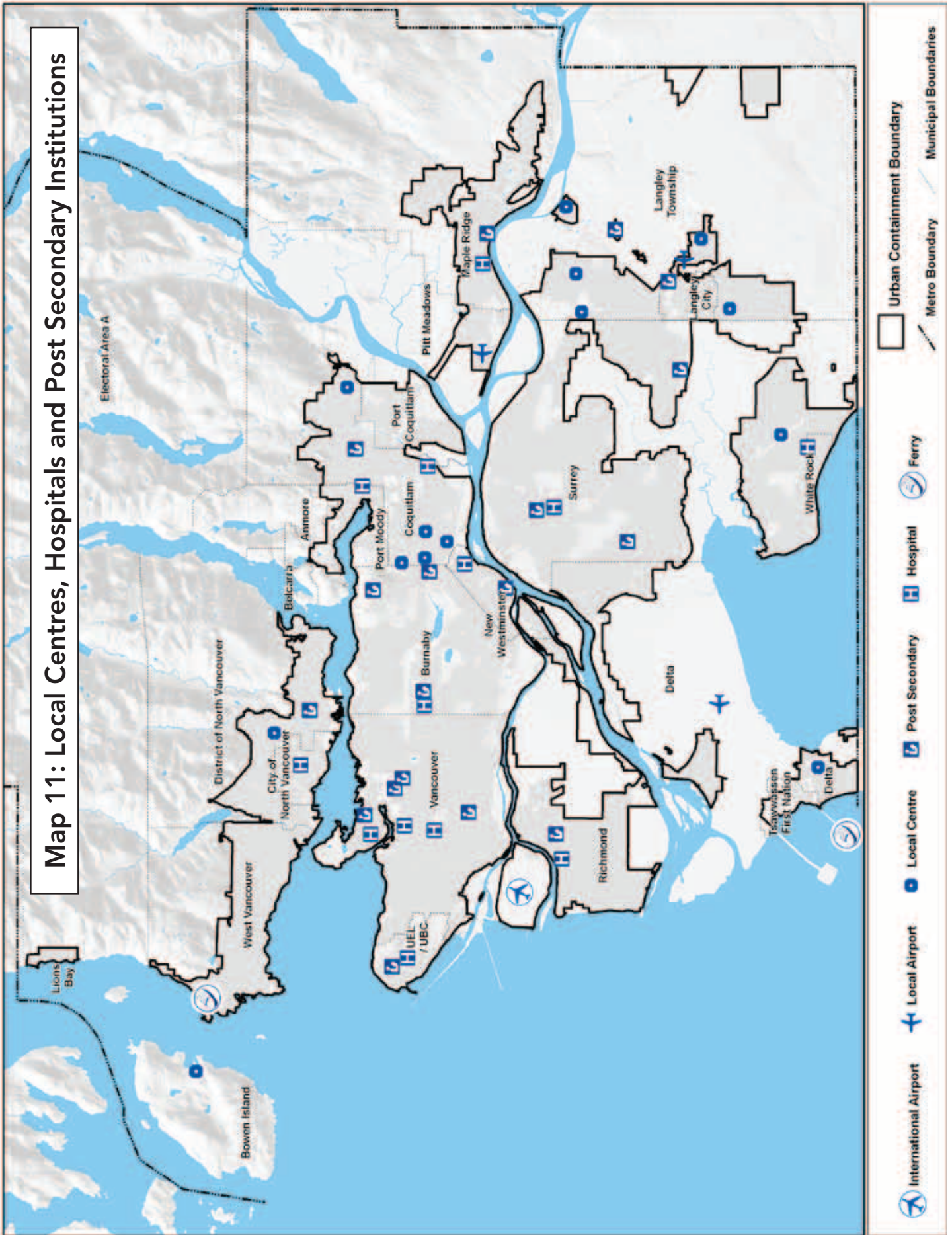
Actions Requested of Other Governments and Agencies

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

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

4.2.7 That TransLink provide appropriate levels of transit service to local centres, consistent with TransLink's strategic transportation plan.

Map 11: Local Centres, Hospitals and Post Secondary Institutions







MEDIEN EXPERIENCE STORE
ATM

CIVIC

GOAL 5



Support Sustainable Transportation Choices

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

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

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

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

Strategies to achieve this goal are:

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



STRATEGY 5.1

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

Metro Vancouver's role is to:

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

5.1.2 Establish the following Regional Growth Strategy priorities for the expansion of TransLink's Frequent Transit Network to support regional land use goals, with the timing of implementation subject to the availability of sustainable capital and operating funds:

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

- Priority 1: The Evergreen Line connecting Coquitlam Regional City Centre to Lougheed Municipal Town Centre
- Priority 2: Connecting Surrey Metro Centre to one or more of the following Urban Centres south of the Fraser River: Fleetwood Municipal Town Centre, Guildford Municipal Town Centre, Newton Municipal Town Centre, and Langley Regional City Centre, and connecting the central Broadway area in the Metro Core to the existing rapid transit network serving the eastern and southern parts of the region.

b) enhancing transit service in other regional corridors to reinforce Urban Centres not listed above, Frequent Transit Development Areas, and other significant transit markets, as follows:

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

- enhanced service linking the North Shore Regional City Centre to Municipal Town Centres;
- enhanced service linking White Rock Municipal Town Centre to other Urban Centres south of the Fraser River;
- enhanced service linking the University of British Columbia's main campus to the Metro Core, including the central Broadway area;

In the longer term, these corridors may be considered for rapid transit expansion (busways or rail) after the implementation of rapid transit expansion Priority 1 and Priority 2.

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

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

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

The role of municipalities is to:

5.1.6 Adopt Regional Context Statements which:

- a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network;
- b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;
- c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

Actions Requested of Other Governments and Agencies

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

- a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, and other appropriate areas along TransLink's Frequent Transit Network;
- b) implement Metro Vancouver's priorities for TransLink's Frequent Transit Network as identified in section 5.1.2;
- c) establish performance measures and/or targets for an increased share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and reductions in air emissions from on-road transportation sources, and monitor progress towards achieving these targets;
- d) prepare and implement regional transportation system and demand management strategies, such as ridesharing programs and transportation user-based pricing;
- e) support the development of high quality and safe regional cycling connections serving Urban Centres, Frequent Transit Development Areas, and other areas of high commuter and/or recreational cycling potential.

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

5.1.9 That the province collaborate through Metro Vancouver's Intergovernmental Advisory Committee (or an alternative collaborative mechanism) with TransLink, municipalities, Metro Vancouver, Fraser Valley Regional District, Squamish-Lillooet Regional District, First Nations, and other relevant agencies and associations, in the planning of major 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:

- development of predictable and sustainable funding sources for a transportation system which work towards regional, provincial and national sustainability goals;
- shared funding for transportation infrastructure and operations;
- shared funding for the implementation and evaluation of innovative pilot projects;
- shared funding of data collection and applied research into land use and transportation integration.

5.1.11 That rail companies, in developing their plans and strategies for rail corridors and facilities in Metro Vancouver, coordinate and consult with municipalities, TransLink, Port Metro Vancouver and Metro Vancouver to support regional transportation and land use planning goals.





STRATEGY 5.2

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

Metro Vancouver's role is to:

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

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

The role of municipalities is to:

5.2.3 Adopt Regional Context Statements which:

- a) identify routes on a map for illustrative purposes for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, ports, airports, and international border crossings;
- b) identify land use and related policies and actions that support optimizing the movement capacity of vehicles for passengers, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;
- c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;
- d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.

Actions Requested of Other Governments and Agencies

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

- a) management and maintenance of the Major Road Network, 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:

- transportation demand management strategies as alternatives to, or as integral with, such capacity expansion;
- 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:

- protection of rail rights-of-way and access points to navigable waterways;
- protective and mitigation measures on air quality, habitat and communities;
- applied research into transportation system and demand management-related technologies, policies, and regulations to optimize movement of vehicles for passengers, goods and services, in particular to airports and intermodal goods-handling facilities;
- survey instruments to obtain timely and comprehensive data on the travel patterns of residents, workers, and goods and service vehicles travelling within and through the Lower Mainland.



F Implementation


6.1 Introduction to Regional Growth Strategy Implementation Framework

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

This collaborative decision-making process applies to:

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

TABLE 3: REGIONAL GROWTH STRATEGY IMPLEMENTATION FRAMEWORK



	Principles	Examples	Procedures
	Legislative requirements or fundamental change to core goals/strategies	Amend the goals or strategies; delete an entire goal; change the minor amendment process	2/3 Board vote and acceptance by affected local governments
	Region-wide significance for non-urban designations	Change Urban Containment Boundary or Agricultural designations	2/3 Board Vote and regional Public Hearing
	Region-wide significance for urban designations	Large scale Industrial area designation change	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 exempted from Regional Context Statement acceptance process
	Local planning matter with no regional significance	Rezoning consistent with Official Community Plan	Official Community Plan matters, no Regional Context Statement reference required

NOTE: THIS TABLE IS FOR REFERENCE PURPOSES ONLY

6.2 Regional Context Statements

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

FIGURE 3
Relationship Between the Regional Growth Strategy and Official Community Plans



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.

Board Timing and Response to Regional Context Statements

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

Consistency with Regional Growth Strategy

6.2.4 The Metro Vancouver Board will only accept a Regional Context Statement that is generally consistent with the Regional Growth Strategy. This means that land use designations in the Regional Context Statement must be generally consistent with the parcel-based regional land use designation boundaries depicted in the Regional Land Use Designation map (Map 2).

Providing for Appropriate Municipal Flexibility

6.2.5 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 land use designations within the Urban Containment Boundary, provided that:

- a) for sites that are one hectare or less, the municipality may re-designate land from one land use designation to another land use designation, if:
 - the re-designation does not result in the development of proximate sites where the aggregate area is greater than one hectare; and
 - the aggregate area of land affected by all such re-designations does not exceed 2% of the municipality's total lands within each applicable land use designation;

- b) 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 100 metres of an existing or approved rail rapid transit station on TransLink's Frequent Transit Network; or
 - from Industrial to Mixed Employment land use designation if the developable portion of the site will be predominantly within 250 metres of an existing or approved rail rapid transit station on TransLink's Frequent Transit Network,

provided that:

- the re-designation does not impede direct rail, waterway, road or highway access for industrial uses;
- the re-designation does not result in the development of proximate sites where the aggregate area is greater than three hectares; and
- the aggregate area of land affected by all such re-designations does not exceed 2% of the municipality's total lands within each applicable land use designation.

6.2.6 A municipality may include language in its Regional Context Statement that permits amendments to the municipality's Official Community Plan to adjust the boundaries of the municipality's Urban Centres and Frequent Transit Development Areas that are located in the General Urban area, provided such boundary adjustments meet the guidelines set out in of Table 2 of the Regional Growth Strategy.

6.2.7 Municipalities will notify Metro Vancouver of all adjustments, as permitted by sections 6.2.5 and 6.2.6, as soon as practicable after the municipality has adopted its Official Community Plan amendment bylaw.

6.2.8 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 land use designations within the Urban Containment Boundary or the boundaries of Urban Centres and Frequent Transit Development Areas, as permitted by

section 6.2.5 and 6.2.6 respectively, the prescribed adjustments do not require an amendment to the municipality's Regional Context Statement. All other adjustments to 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*.

6.2.9 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.

6.2.10 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.

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 two-thirds weighted vote of the Metro Vancouver Board and acceptance by all affected local governments in accordance with section 857 of the *Local Government Act*:

- a) the addition or deletion of Regional Growth Strategy goals or strategies;
- b) an amendment to the process for making minor amendments to the Regional Growth Strategy, which are specified in sections 6.3.3 and 6.3.4;

c) the matters specified in section 857.1(4) of the *Local Government Act*.

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

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

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

- a) amendment to the Urban Containment Boundary;
- b) amendment of Agricultural or Conservation and Recreation 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 designation;
- d) for sites located outside the Urban Containment Boundary that are designated Industrial or Mixed Employment, the amendment 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 land use designations or actions listed under each strategy.

Type 3 - Minor Amendments to the Regional Growth Strategy (simple majority weighted vote and no regional public hearing required)

6.3.4 The following Type 3 minor amendments require an affirmative majority weighted vote of the Metro Vancouver Board and do not require a regional public hearing:

- a) the addition or deletion of a Frequent Transit Development Area location;
- b) for sites within the Urban Containment Boundary, amendments from Industrial, Mixed Employment or General Urban land use designations to any other such 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 in 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 land use designations set out in the Regional Growth Strategy and associated Urban Containment Boundary adjustments;
- h) housekeeping amendments to population, dwelling unit and employment projections, housing demand estimates, performance measures, tables, figures, grammar, or numbering, and amendments to mapping to incorporate maps included in accepted Regional Context Statements, that do not alter the intent of the Regional Growth Strategy;
- i) all other amendments not identified in sections 6.3.1 or 6.3.3.

6.4 Procedures for Regional Growth Strategy Amendments

Who Can Apply for an Amendment

6.4.1 Metro Vancouver or a municipality may, by resolution, propose amendments to the Regional Growth Strategy. For a change to a land use designation or Urban Containment Boundary location, such amendments can only be initiated by Metro Vancouver or the municipality in which the subject site is located. If the proposed amendment affects land in two or more jurisdictions, a resolution by each municipality is required. Amendments to the Regional Growth Strategy will be made by a Metro Vancouver bylaw.

Notification and Request for Comments

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

- a) provide written notice of the proposed amendment to all affected local governments;
- b) provide a minimum of 30 calendar days for affected local governments and agencies, as appropriate, to respond to the proposed amendment;
- c) post notification of the proposed amendment on the Metro Vancouver website, for a minimum of 30 calendar days;
- d) if the proposed amendment is to change a site from Industrial or Mixed Employment to General Urban land use designation, provide a minimum of 30 calendar days for Port Metro Vancouver, the Vancouver International Airport Authority, the Ministry of Transportation and Infrastructure and/or the Agricultural Land Commission, as appropriate, to respond to the proposed amendment.

Procedures for Type 1 Major Amendments

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

Procedures for Type 2 Minor Amendments Requiring a Two-Third 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 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 regional growth planning and initiatives.

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

6.5.3 On Treaty Effective Date (April 3, 2009), Tsawwassen First Nation became a Treaty First Nation member of Metro Vancouver and its land use plan was deemed to be consistent with the Regional Growth Strategy. If Tsawwassen First Nation proposes to amend its land use plan after the adoption of the Regional Growth Strategy, such amendments must be submitted to the Metro Vancouver Board for acceptance in accordance with the process set out in the Implementation section of the Regional Growth Strategy.

6.6 Coordination with TransLink

6.6.1 Metro Vancouver will work with TransLink with the objective that the Regional Growth Strategy and TransLink's regional transportation plans are compatible and complementary.

6.6.2 As an affected local government, TransLink is required to consider acceptance of the Regional Growth Strategy and any proposed amendments, as set out in section 6.3.

6.7 Coordination with Other Governments and Agencies

6.7.1 Metro Vancouver will work with neighbouring jurisdictions, namely the Fraser Valley Regional District, the Squamish Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer and Passage Islands) to facilitate the compatibility of regional growth planning and initiatives.

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

6.7.3 Metro Vancouver will work with the Agricultural Land Commission to protect the region's agricultural land base and will not amend the Agricultural land use designation of a site if it is still part of the Agriculture Land Reserve, except to change it to an Agricultural land use designation.

6.8 Coordination with Greater Vancouver Boards

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

6.9 Sewerage Area Extensions

6.9.1. Notwithstanding any other provision in this Regional Growth Strategy, the area known as Salmon River Uplands in the Township of Langley and depicted on Map 12 as a "Sewerage Extension Area" forms part of the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area in which sewage servicing will be permitted subject only to the land uses and density of development to be served being consistent with the Rural designation in the Regional Growth Strategy, and the Township of Langley's Official Community Plan, and the normal GVS&DD technical considerations. Also, for the area known as Fernridge in the Township of Langley, the GVS&DD may permit hook ups to the regional sewer system, subject to GVS&DD technical considerations and the character of the development to be served being consistent with the designations in the Regional Growth Strategy and the Township of Langley Official Community Plan.



6.10 Special Study Areas

6.10.1 Special Study Areas as depicted on 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 land use designation amendment. Pending Board approval of a land use designation amendment, the current land use designation applies within the Special Study Area. Amending a 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.

6.11 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 ALC requirements will prevail.

6.12 Regional Growth Strategy Maps

6.12.1 The official regional land use designation maps are maintained by Metro Vancouver and available for viewing on the Metro Vancouver website, and will be updated periodically to incorporate changes to designation boundaries that result from 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 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. Municipalities are requested to forward any change to boundaries of Urban Centres or Frequent Transit Development Areas to Metro Vancouver.

6.12.4 The areas for Special Study Areas and Sewerage Areas depicted on Map 12 are not to be expanded nor are new areas to be created. A 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 land use designation of the Special Study Area or when a municipality extinguishes a Special Study Area.

6.13 Tables, Figures and Performance Measures

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

6.13.2 The following figures and maps in the Regional Growth Strategy are included as reference only: Figures 1, 2, and 3 and Maps 1, 9, and 10.

6.13.3 Pursuant to Section 869 (1)(b) of the *Local Government Act*, Metro Vancouver will prepare an annual report on progress in meeting the goals of the Regional Growth Strategy through the monitoring of the performance measures identified in Section G and in meeting other targets set out in the Regional Growth Strategy.

6.14 Interpretation

6.14.1 In this document, the term 'Metro Vancouver' refers to the Greater Vancouver Regional District.

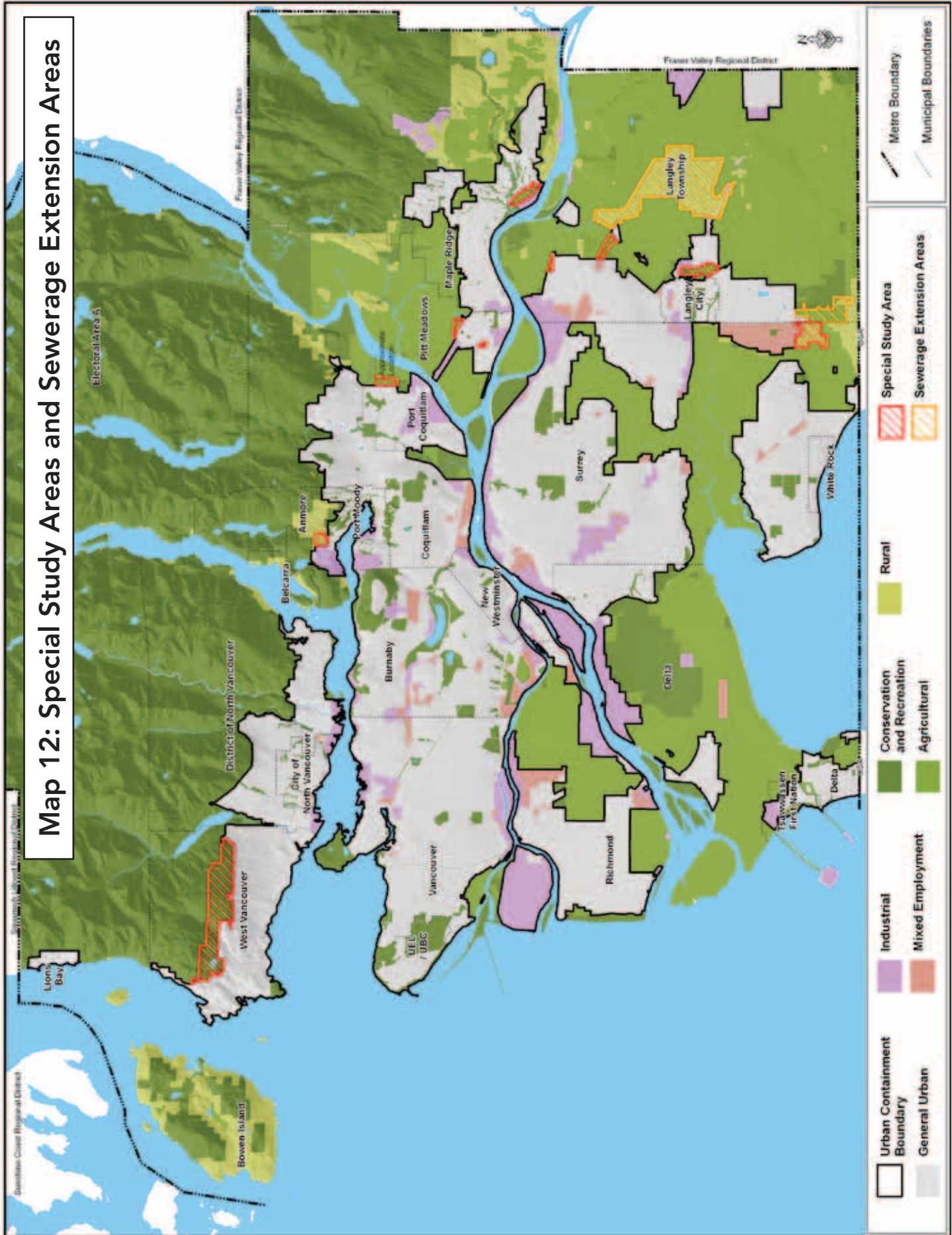
6.14.2 All terms used in the Regional Growth Strategy that are defined in the *Local Government Act* have the meanings given to such terms in the *Local Government Act*.

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

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



Map 12: Special Study Areas and Sewerage Extension Areas



G Performance Measures

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

Goal 1: Create a Compact Urban Area

Strategy 1.1: Contain urban development within the Urban Containment Boundary

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

Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas

1. Number and percentage of new dwelling units located within Urban Centre boundaries.
2. Number and percentage of new employment located within Urban Centre boundaries.
3. Number and area of Frequent Transit Development Area locations.
4. Number and percentage of new dwelling units located within Frequent Transit Development Area boundaries.
5. Number and percentage of new employment located within Frequent Transit Development Area boundaries.

Strategy 1.3: Protect the region's Rural areas from urban development

1. Number of net new dwelling units located in the Rural areas.
2. Residential density in the Rural areas.

Goal 2: Support a Sustainable Economy

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

1. Total number and growth of employment by sector for each subregion.
2. Employment to labour force ratio in each subregion.
3. Percentage of residents living and working within the same subregion.
4. Percentage of new office and retail development locating within and outside of Urban Centres and Frequent Transit Development Areas boundaries.

Strategy 2.2: Protect the region's supply of industrial land

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

Strategy 2.3: Protect the region's supply of agricultural land and promote agricultural viability with an emphasis on food production

1. Number of hectares in the Agricultural area.
2. Number of hectares and percentage of the Agricultural area used for agricultural activities.
3. Percentage of Agricultural area under active food production.
4. Value of gross annual farm receipts.

Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

Strategy 3.1: Protect the region's Conservation and Recreation lands

1. Number of hectares in the Conservation and Recreation areas.

Strategy 3.2: Protect and enhance natural features and connectivity throughout the region

1. Net change in the conservation status of animals and plants.
2. Number of municipalities with mapped and designated Environmentally Sensitive Areas.
3. Areal extent of designated Environmentally Sensitive Areas.

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

1. Tonnes of greenhouse gas emissions produced by buildings and transportation sources.
2. Volume of fuel sold for on-road transportation.
3. Share of trips by transit, multiple-occupancy vehicles, cycling and walking.
4. Number of dwellings / non-residential floorspace served by district energy systems.

Goal 4: Develop Complete Communities

Strategy 4.1: Provide diverse and affordable housing choices

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

Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities

1. Number of residents living within walking distance of a dedicated park or trail.
2. Hectares of dedicated park per 1,000 people living within the Urban Containment Boundary.
3. Number and percent of residents living within walking distance of a public community / recreation facility / centre.
4. Number and percent of residents living within walking distance of a grocery store.

Goal 5: Support Sustainable Transportation Choices

The following performance measures are intended to be supplied by TransLink

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

1. Number of kilometres of Frequent Transit Network.
2. Total and per capita annual transit service hours.
3. Total and per capita auto driver, auto passenger, transit, cycle, and walk trips.

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

1. Travel time reliability on the Major Road Network.
2. Number of vehicle-related collisions, injuries, and fatalities (per capita).

Appendix A

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

SUBREGION MUNICIPALITY	TOTAL POPULATION				TOTAL DWELLING UNITS				TOTAL EMPLOYMENT			
	2006	2021	2031	2041	2006	2021	2031	2041	2006	2021	2031	2041
Metro Vancouver Total	2,195,000	2,780,000	3,129,000	3,400,000	848,000	1,130,000	1,307,000	1,422,000	1,158,000	1,448,000	1,622,000	1,753,000
Burnaby, New Westminster	271,000	357,000	406,000	447,000	109,150	152,100	178,600	196,300	164,000	206,000	233,000	251,000
Burnaby	210,500	277,000	314,000	345,000	81,110	115,000	136,000	149,300	136,000	169,000	189,000	203,000
New Westminster	60,500	80,000	92,000	102,000	28,040	37,100	42,600	47,000	28,000	37,000	44,000	48,000
Langley City, Langley Township	122,200	178,000	223,000	249,000	45,670	68,200	86,300	97,000	66,000	92,000	110,000	125,000
Langley City	24,900	32,000	35,000	38,000	11,160	14,500	16,000	17,100	17,000	21,000	23,000	25,000
Langley Township	97,300	146,000	188,000	211,000	34,510	53,700	70,300	79,900	49,000	71,000	87,000	100,000
Maple Ridge, Pitt Meadows	88,100	117,000	136,000	156,000	32,020	44,300	52,700	60,300	28,000	42,000	50,000	57,000
Maple Ridge	71,500	95,000	113,000	132,000	25,920	36,100	43,700	50,900	23,000	34,000	41,000	48,000
Pitt Meadows	16,600	22,000	23,000	24,000	6,100	8,200	9,000	9,400	5,000	8,000	9,000	9,000
Northeast Sector	205,400	286,600	337,500	364,400	73,690	110,770	136,830	150,000	75,390	111,810	134,160	148,470
Anmore	1,900	2,800	3,600	4,400	560	850	1,080	1,310	300	660	970	1,250
Belcarra	700	800	900	1,000	260	320	350	390	90	150	190	220
Coquitlam	119,600	176,000	213,000	224,000	42,960	67,700	86,700	94,100	46,000	70,000	86,000	94,000
Port Coquitlam	54,500	68,000	76,000	85,000	19,400	26,300	30,900	34,300	21,000	28,000	32,000	35,000
Port Moody	28,700	39,000	44,000	50,000	10,510	15,600	17,800	19,900	8,000	13,000	15,000	18,000
North Shore	181,300	206,600	224,900	244,000	72,370	84,340	93,340	100,490	77,310	91,400	100,500	109,570
North Vancouver City	47,500	56,000	62,000	68,000	22,360	25,600	28,000	30,200	29,000	34,000	37,000	40,000
North Vancouver District	87,000	98,000	105,000	114,000	31,260	37,500	41,500	45,000	27,000	33,000	36,000	40,000
West Vancouver	45,400	51,000	56,000	60,000	18,200	20,600	23,100	24,500	21,000	24,000	27,000	29,000
Lions Bay	1,400	1,600	1,900	2,000	550	640	740	790	310	400	500	570
Delta, Richmond, Tsawwassen	282,500	337,000	374,500	403,000	98,600	130,000	152,200	165,600	185,240	218,200	240,400	257,500
Delta	99,000	109,000	118,000	123,000	34,300	40,300	45,400	48,000	55,000	63,000	70,000	75,000
Richmond	182,700	225,000	252,000	275,000	64,000	88,400	104,900	115,500	130,000	154,000	169,000	181,000
Tsawwassen First Nation	800	3,000	4,500	5,000	300	1,300	1,900	2,100	240	1,200	1,400	1,500
Surrey, White Rock	431,900	601,000	693,000	767,000	146,480	222,900	268,000	298,600	150,000	226,000	269,000	301,000
Surrey	413,000	578,000	668,000	740,000	136,580	211,200	255,700	285,200	143,000	217,000	259,000	290,000
White Rock	18,900	23,000	25,000	27,000	9,900	11,700	12,300	13,400	7,000	9,000	10,000	11,000
Vancouver, Electoral Area A	612,800	697,000	734,000	770,000	269,600	317,500	338,700	353,700	412,000	461,000	485,000	503,000
Vancouver	601,200	673,000	705,000	740,000	264,500	306,700	325,400	339,500	393,000	441,000	464,000	482,000
Electoral Area A	11,600	24,000	29,000	30,000	5,100	10,800	13,300	14,200	19,000	20,000	21,000	21,000

Notes:

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

TABLE A.2

Housing Demand Estimates by Tenure for Metro Vancouver Subregions (10 Year Estimate)

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

Notes:

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

TABLE A.3

Rental Housing Demand Estimates by Household Income for Metro Vancouver Subregions (10 Year Estimate)

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

Notes:

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

TABLE A.4

Housing Demand Estimates by Tenure and Household Income for Metro Vancouver Subregions and Municipalities
(10 Year Estimate)

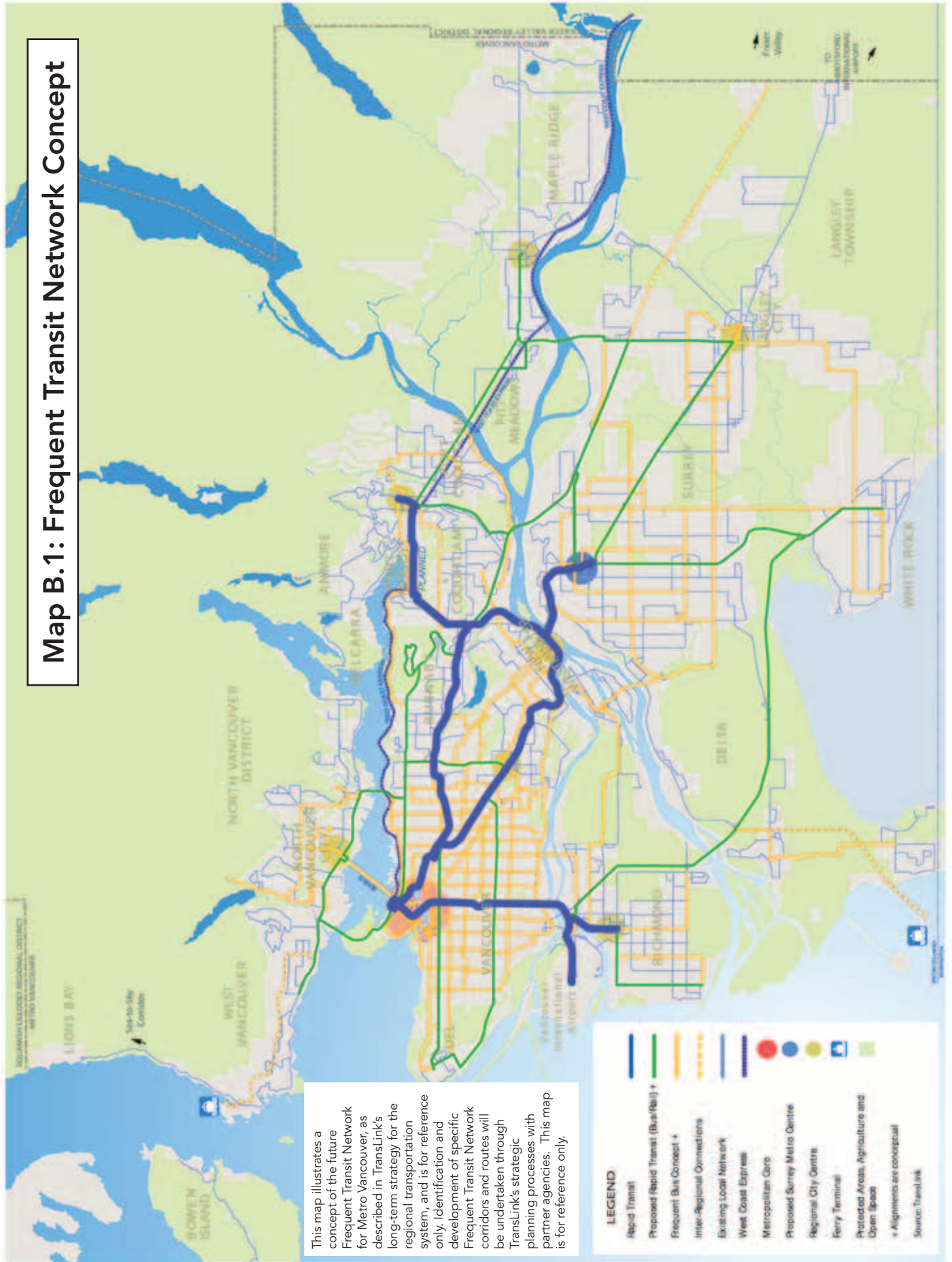
SUBREGIONAL MUNICIPAL ESTIMATES	TOTAL DEMAND	OWNERSHIP DEMAND	RENTAL DEMAND	TOTAL AFFORDABLE RENTAL DEMAND	LOW INCOME RENTAL DEMAND	MODERATE INCOME RENTAL DEMAND	MARKET RENTAL DEMAND
Metro Vancouver Total	185,600	120,700	64,900	46,800	21,400	25,400	18,100
Burnaby, New Westminster	27,300	17,700	9,600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

Notes:

1. These 10 year estimates are to commence the year of the adoption of the Regional Growth Strategy.
2. Anmore, Belcarra, and Lions Bay are not included in the table above given the modest levels of growth anticipated in these communities.
3. Bowen Island is not included in the table above as it does not fall under the jurisdiction of the Regional Growth Strategy.
4. The estimated demand for "affordable units" comprises net additional demand from households with low to moderate incomes.

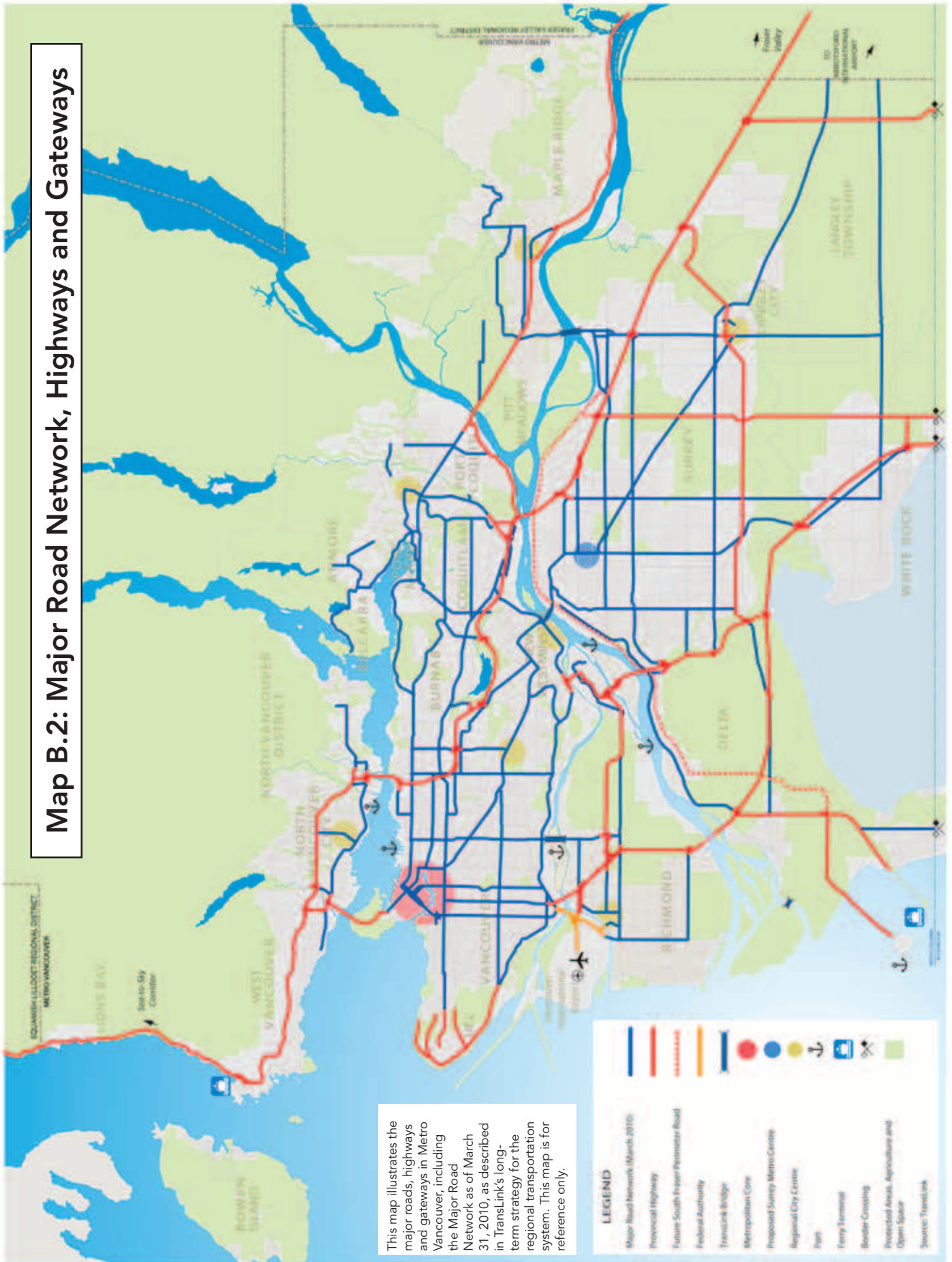
Appendix B

Map B.1: Frequent Transit Network Concept



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, and is for reference only. 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





metrovancouver

DRAFT – SEPTEMBER 2010



PRINTED IN CANADA ON RECYCLED PAPER

NO: **R010**COUNCIL DATE: **January 11, 2010****REGULAR COUNCIL**

TO: **Mayor & Council** DATE: **January 11, 2010**

FROM: **General Manager, Planning and Development** FILE: **0450-01**

SUBJECT: **Comments on the November 2009 Draft "Metro 2040 – Shaping our Future" - Draft Regional Growth Strategy**

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Authorize the City Clerk to forward to Metro Vancouver a copy of this report, the maps of Surrey's Industrial/Employment Areas and Special Study Areas, which are attached as Appendices "A" and "B" to this report and Council's resolution related to this report, as Surrey's comments on the November 2009 draft of the Regional Growth Strategy.

INTENT

On November 13, 2009 the Metro Vancouver Board referred the most recent draft of the Regional Growth Strategy (the "RGS"), entitled "Metro Vancouver 2040 – Shaping our Future", for consultation and comment from affected local governments and first nations, provincial and federal governments and agencies, business and community groups and the general public. The deadline for comments in this round of consultation is January 29, 2010. Metro Vancouver staff intends to report on the outcome of the consultation to the Metro Vancouver Board in February 2010, and to seek the Board's direction to bring forward a Regional Growth Strategy by-law for first and second readings and public hearing.

The purpose of this report is to:

- Summarize the *Local Government Act's* requirements for the RGS and its relationship to municipal Regional Context Statements;
- Provide an overview of the current draft RGS, with a focus on how Surrey's comments on the February 2009 draft of the RGS have been addressed;
- Recommend the inclusion of preliminary maps identifying lands in Surrey for "Industrial" and "Mixed Employment" designation in the next draft of the RGS (Appendix "A");

- Recommend the inclusion of three "Special Study Areas" in the next draft of the RGS (Appendix "B");
- Provide an overview of the proposed approval process for revisions to Surrey's Regional Context Statement, including an outline of the proposed relationship between the new RGS and municipal Official Community Plans ("OCP") and Regional Context Statements; and
- Recommend a response to the draft RGS in advance of the introduction of by-laws and public hearing.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, regional districts are required to prepare a regional scale land use plan, called a Regional Growth Strategy. The RGS must cover a period of at least 20 years, and include a comprehensive statement on the future of the region, including social, economic, and environmental objectives, population and employment projections, and actions proposed with regard to housing, transportation, regional services, parks and natural areas, and economic development.

The current RGS for Metro Vancouver, the Liveable Region Strategic Plan, was adopted by the then GVRD Board in 1996 and has been undergoing a review for some time. The proposed RGS, "Metro Vancouver 2040 – Shaping our Future", would replace the 1996 document.

Once a RGS has been adopted by a majority vote of the regional board, the *Local Government Act* requires that each municipality within the regional district prepare and adopt a Regional Context Statement as a part of its OCP. The Regional Context Statement must explain the relationship between the OCP and the RGS, and how the OCP will be made consistent with the RGS.

Within two years of the adoption of the revised RGS, all municipalities within Metro Vancouver will be required to update their Regional Context Statements to work toward achieving the strategies in the RGS. The current draft of the RGS specifies approximately 40 areas where each municipality will be required to include specific polices and maps in its OCP consistent with the direction of the RGS.

BACKGROUND

On April 20, 2009 Surrey Council reviewed and adopted the recommendations of Corporate Report No. C004 – "Comments on the Metro Vancouver 2040- Shaping our Future - February 2009 Draft of the Proposed Metro Vancouver Regional Growth Strategy" (Appendix "C").

Council fully supported the Vision for a sustainable region, and the overall intent of the Goals and Strategic Directions of the proposed RGS, including:

- Recognition of Surrey's City Centre as the Region's second Metropolitan Centre and the inclusion of the five Surrey Municipal Town Centres;
- The Urban Containment boundary, and Agricultural and Conservation/Recreation designations; and

- The focus on a sustainable region that supports transit expansion and links land use patterns and the transportation network.

Council did, however, express concerns regarding a number of specific elements of the document as well as overarching concerns regarding:

- The significant change in the level of Regional oversight over municipal planning decisions;
- The requirement that municipalities include maps in their OCPs distinguishing between "Industrial" lands for traditional manufacturing and warehousing uses, and "Industrial/Commercial" lands which would provide for free standing office and commercial uses in addition to industrial uses; and
- The lack of policies directed toward creating a more balanced assessment base at the municipal level relating to the distribution of Industrial and Agricultural land, and insufficient policies related to the more equitable distribution of jobs to population by sub-region.

On October 19, 2009 the Chief administrative Officer for Metro Vancouver appeared as a delegation at Council-in-Committee and provided an overview of the plan, as well as a description of the implementation process and the requirements for amendment to the RGS and Regional Context Statements.

In November, 2009 a further draft of the RGS was released for comment. Copies of the draft RGS document have been distributed to Council separately.

Many of the more detailed concerns raised in Corporate Report No. Coo4 have been reviewed by Metro Vancouver staff and have been addressed in the most recent draft of the RGS. A letter from Metro Vancouver, dated December 1, 2009, attached as Appendix "D" to this report, indicates how the Region has responded to a number of Surrey's comments on the previous draft.

This report summarizes the areas where Surrey's concerns have been addressed, outlines areas where the plan has not been amended to reflect Surrey's concerns and makes recommendations in relation to outstanding issues.

DISCUSSION

Structure of the Proposed Regional Growth Strategy

The current draft of the RGS maintains the five major goals that were articulated in the previous draft, being:

- Create a Compact Urban Region;
- Support a Sustainable Economy;
- Protect the Region's Environment and Respond to Climate Change;
- Develop Complete Communities; and
- Support Sustainable Transportation Choices.

Where the Liveable Region Strategic Plan ("LRSP") contains only an Urban designation and the Green Zone, and relies on municipalities to make land use decisions within the broad policy

direction of the LRSP, the draft RGS proposes a more detailed regional plan, with eight designations, as shown on the Map attached as Appendix "E".

Inside the Urban Containment Boundary:

- **Urban Centres**, include the Surrey Metro Centre and the five Surrey Municipal Town Centres. These will provide for a range of office, retail, community, entertainment, cultural and higher density housing uses;
- **Frequent Transit Development Corridors (FTDCs)** will provide for higher density residential, mixed use and commercial development along transit corridors. FTDCs will not actually be shown on the Regional Growth Strategy maps, but will be developed by municipalities in consultation with TransLink and accepted in municipal Regional Context Statements;
- **General Urban** encompasses the regions neighbourhoods, including residential, shopping, schools, and recreational areas at densities lower than in centres and FTDCs; and
- **Industrial and Mixed Employment** designations will be discussed later in this report.

Outside the Urban Containment Boundary:

- **Agricultural** provides for agriculture and supporting services;
- **Conservation and Recreation** provides for significant ecological and outdoor recreation assets; and
- **Rural** allows low density residential, agricultural, and small scale commercial uses.

Areas Where Surrey's Comments and Concerns Have Been Addressed

The current version of the RGS has incorporated many of Surrey's detailed comments and suggestions, specifically:

Frequent Transit Development Corridors

While the concept the FTDCs was supported, many of the FTDCs traversed stable residential areas, and it was noted that the development of plans for these corridors would require considerable local resources and consultation to determine the appropriate mix of uses and densities, parking requirements related to transit supply, etc. In addition, Surrey raised concerns that there was a much finer grained network of transit corridors north of the Fraser and that there should be additions to the network south of the Fraser over time.

In response, the revised RGS has deleted the detailed transit network from its maps. Municipalities will now be required to work in consultation with TransLink in determining the location and plans for FTDCs, and will need to incorporate them into their OCPs through amendments to their Regional Context Statements. A Regional Context Statement proposing a FTDC designation must be accompanied by comments from TransLink and will require approval by a 50% + 1 majority weighted vote of the Metro Vancouver Board. Surrey can undertake the

necessary detailed studies in association with TransLink and incorporate FTDCs in its Regional Context Statement.

Conservation and Recreation Designation

Surrey requested that this designation be clarified to allow appropriate outdoor and indoor recreation activities and facilities and to re-instate the map of the Regional Greenways Network. The draft RGS has been amended accordingly. However, with regard to Map 5 of the RGS, the regional greenway network should be extended east from 96 Avenue to connect to the Golden Ears Bridge.

All of the additions and changes to the Recreation and Conservation designation maps requested by Surrey Council have been included in the revised regional mapping.

Population and Employment Projections

Surrey noted that the housing demand estimates for affordable rental housing imposed unreasonably high expectations in relation to the ability of municipalities to affect the provision of affordable rental housing. While the unit numbers have not been changed in the current draft of the RGS, the current draft of the RGS calls on other levels of government to increase funding to meet the estimated affordable rental housing needs. The RGS now states that population and housing estimates are guidelines rather than hard targets.

Outstanding Issues

While the City of Surrey has expressed support for the Vision of the region and for the overall goals and strategies as set out in this new draft RGS, Surrey's concerns regarding the following issues have not been fully addressed.

- ***Industrial/Employment Designations*** - The most recent draft of the RGS continues to require municipalities to divide their industrial lands into two designations;
- ***Industrial Designation*** – **This designation provides** for heavy and light industrial activities, including manufacturing, processing, repair, warehousing, distribution, works yards/depots, transportation, logistics, utilities, media studios, biochemical facilities, and other laboratories for scientific and medical research. Commercial uses ancillary to industrial activities are permitted at a scale which supports, but does not compete with Industrial or Urban Centres;
- ***Mixed Employment*** – Providing for Industrial uses as well as stand alone office and retail uses which, because of their space and logistical requirements are not well suited for Urban Centre locations. It is the intent that these areas do not compete with Urban Centres or deplete industrial land supplies. Expansion of Mixed Employment areas is discouraged. (Note: this designation was called Industrial/Commercial in the previous draft.)

This division of industrial lands is proposed by Metro Vancouver to support town centres, to focus employment in transit supportive locations and locations close to where people live, and to reduce transportation demand and Greenhouse Gas emissions through the concentration of employment uses in the region. The Industrial and Mixed Employment designations would be

protected for employment uses. Furthermore, Metro Vancouver's definition of "Mixed Employment" includes "retail uses" which are more appropriate in commercially designated areas.

While Surrey supports these objectives, and supports the protection of an adequate supply of industrial and commercial land throughout the region, Surrey has expressed concern that the RGS proposes a greater level of detail than the current Surrey OCP, and imposes a level of control on Surrey that goes beyond what should be exercised by a Regional document. Surrey has expressed concern that broad application of the Industrial designation would mean that Surrey would accept the lion's share of the Region's lower order warehousing and distribution uses, which have a low number of employees per acre and do less for the quality of life or tax base of the City.

It is recommended that Surrey submit a set of maps to Metro Vancouver that would provide a preliminary delineation of the Industrial and Mixed Employment designations as follows:

- **As illustrated on the map attached as Appendix "A", Industrial** would be applied to port related and industrial lands in the South Westminster and Bridgeview areas, along the Fraser River, in the Port Kells industrial area and in portions of Newton, East Newton and Cloverdale.
- **As illustrated on the map attached as Appendix "A", Mixed Employment** would be applied to the Highway 99 Corridor employment lands, Campbell Heights, the South Newton and East Newton Industrial areas, and other areas known to have IB zoning or to have approved Neighbourhood Concept Plans that provide for a range of uses beyond the uses specified in the Industrial designation.

Metro Vancouver should be advised that this is a preliminary set of maps, and that through the Surrey OCP review and further work in preparing the Regional Context Statement, these maps may be revised.

Proposed Special Study Areas

Through the review of the RGS, a number of municipalities have indicated that they are not fully ready to nominate a specific designation for some of the lands within their boundaries.

In response, the most recent draft RGS provides for the identification of Special Study areas and states that "Metro Vancouver may accept a Regional Context Statement without amending the RGS for Special Study Areas" shown in the adopted Growth Strategy.

It is recommended that three areas in Surrey be identified as Special Study areas, to provide time for further study of these areas prior to these areas being given a designation through a revision to the Surrey Regional Context Statement.

These three areas, as shown in Appendix "B", are:

- ***The Future Industrial/Employment Area in the South Port Kells Area***

A portion of this area is shown as Industrial in the current draft RGS, but is still designated Suburban in the Surrey OCP and is undergoing study through the Anniedale-Tynehead NCP planning process. It is premature to identify the boundaries or the range of uses in this area until the NCP process is complete and the lands are re-designated in the Surrey OCP; and

- ***The Transit-Oriented Urban Village and Fraser River Waterfront sectors of the South Westminster NCP.***

The South Westminster area is currently designated Industrial in Surrey's OCP. However the South Westminster NCP, adopted by Council in 2004, identified the area in the vicinity of the Scott Road SkyTrain Station as a Transit-Oriented Urban Village, appropriate for transit-oriented development that takes advantage of its regional accessibility and proximity to the riverfront. It proposes a mix of residential, commercial and employment opportunities.

Similarly, the Fraser River waterfront area in South Westminster was identified as a high profile area, visible from SkyTrain and currently under-developed and underutilized, which could be an important element of the waterfront area supporting recreation, commercial and residential uses and waterfront amenities as well as employment uses.

Implementation of the RGS – Approval Process and Relationship of the RGS to Municipal Official Community Plans

The RGS is to be linked to the Surrey OCP by way of a Regional Context Statement. The proposed RGS sets out a fairly complex process for the adoption of, and amendments to a Regional Context Statement. The following section explains the proposed process.

1. The RGS must be adopted by a majority weighted vote of the Metro Vancouver Board. (a description of the weighed voting system is outline in Appendix "F" of this report). The final draft RGS is given first and second reading and a public hearing is held. The document is then given third reading by the Metro Vancouver Board. Municipalities are then given 120 days to ratify the document prior to fourth reading (adoption) of the RGS. If municipalities fail to ratify, the dispute resolution process set out in the *Local Government Act* is implemented;
2. Within two years of the adoption of the RGS by the Metro Vancouver Board, each municipality must include in its OCP, and submit to the Metro Vancouver Board for acceptance, a Regional Context Statement that "identifies how the municipality's OCP works toward achieving each strategy of the Regional Context Statement". The Metro Vancouver Board must accept or decline the Regional Context Statement from each municipality by a simple majority weighted vote within 120 days of its submission. If a Regional Context Statement is declined, the Regional Board must specify which provisions are not acceptable and the reasons for the Board's objection;
3. Once the Regional Context Statement is approved by the Board, any amendments to the municipal OCP and zoning must be consistent with the RGS. If a municipality proposes an amendment to its OCP in a way that will affect the Regional Context Statement, the municipality must consult with Metro Vancouver before proceeding with the OCP amendment;
4. All amendments to a municipal Regional Context Statement must be submitted to Metro Vancouver prior to the municipal public hearing, and must be accepted by the Metro Vancouver Board by a simple majority weighted vote;
5. Amendments to a Regional Context Statement, for example to change designations within the Urban area, require a simple majority weighted vote (50% +1) of the Metro Vancouver Board.

For example, this could include an amendment regarding Industrial, Mixed Employment or General Urban designations, boundaries for Urban Centres or amendments regarding Frequent Transit Development Corridors;

6. Regional Context Statement Amendments to add Frequent Transit Development Corridors must be accompanied by formal comments from TransLink; and
7. Amendments to a Regional Context Statement, regarding lands designated Agricultural or Conservation and Recreation, lands outside of the Urban containment boundary, or amendments to add or delete an urban centre, must obtain an Amendment to the RGS before the municipality can seek amendment to its Regional Context Statement. These amendments would require 2/3 majority weighted vote by the Metro Vancouver Board (an exception is when land that has been excluded from the ALR is proposed for industrial use and is contiguous with the Urban Containment boundary).

Surrey has expressed concern that this new level of oversight by the Region will significantly change the relationship between Metro Vancouver and the member municipalities in terms of the content of the Regional Context Statements and the amount of Regional oversight of local land use decision-making. This process could be time consuming and cumbersome, causing delays in dealing with development proposals and leaving local City Councils in a position of less control over local land use decisions.

Metro Vancouver staff has responded by noting that the current draft of the RGS has been revised to provide for increased flexibility for municipalities, through Regional Context Statements rather than through requiring changes to the RGS. This provides municipalities with more flexibility for policy interpretation and for Board acceptance of Regional Context Statements requiring only a majority (50% +1) vote rather than the 2/3 majority required for an amendment to the RGS.

While this is a step in the right direction, Regional Board approval is still required in relation to the approval of the municipal Regional Context Statement.

Policies Regarding Municipal Financial Reform

Surrey has noted that creative reform of municipal finances and revenue sources available to municipalities, and the relationship between effective municipal financial management and effective land use planning decisions have not been adequately addressed in the RGS nor has the current draft of the RGS addressed the need for a balanced assessment base and an equitable distribution of jobs to population by sub-region.

In response, the current draft RGS includes a new Policy 2.1.3 which states that it is Metro Vancouver's role to:

"Investigate:

- (a) Fiscal measures to reinforce the attraction of investment and jobs to locations identified in Urban Centres and along FTDCs; and*
- (b) Means to address municipal tax base inequities including a regional tax-base sharing framework".*

Policy 2.3.2 states that it is Metro Vancouver's "*role to work with the province, municipalities, and other agencies to investigate industrial taxation rates and policies that support the continued use of Industrial areas for Industrial purposes*".

These statements do not effectively address Surrey's concerns. No policies have been added to address a more equitable distribution of jobs to population.

CONCLUSION

The City of Surrey has stated its support for the overall Vision of and for the Goals and supporting Strategies of the draft RGS.

While many of Surrey's detailed suggestions, comments and concerns have been addressed in this most recent draft of the RGS, Surrey remains concerned by the increased level of Regional oversight of the land use planning and development approval decision-making process, and has expressed concerns with the cumbersome and complex proposed implementation approval process.

While Surrey has not concurred with the implementation of the Industrial and Mixed Employment designations, preliminary maps for these designations, and suggested Special Study Areas have been developed to ensure that employment lands are protected, and flexibility in land use decision-making is provided in relation to Surrey's industrial and employment areas.

Based on the above discussion, it is recommended that Council authorize the City Clerk to forward to Metro Vancouver a copy of this report, the maps of Surrey's Industrial/Employment Areas and Special Study Areas, which are attached as Appendices I and II to this report and Council's resolution related to this report, as Surrey's comments on the November 2009 draft of the RGS.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

JMcL:saw

Attachments:

Appendix "A" Maps of Surrey Industrial/Employment Areas identifying draft Industrial and Mixed

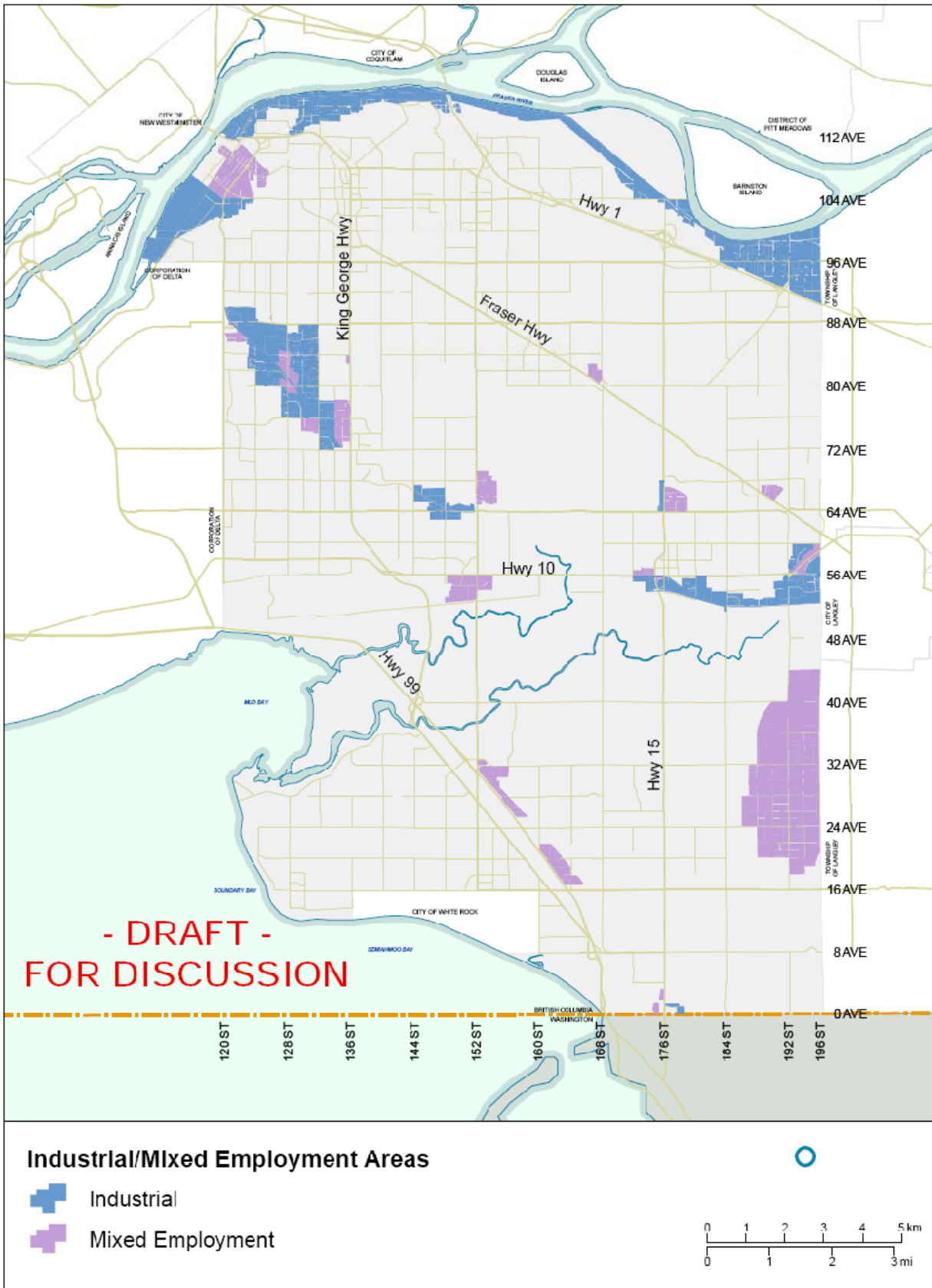
Appendix "B" Maps of proposed Special Study Areas

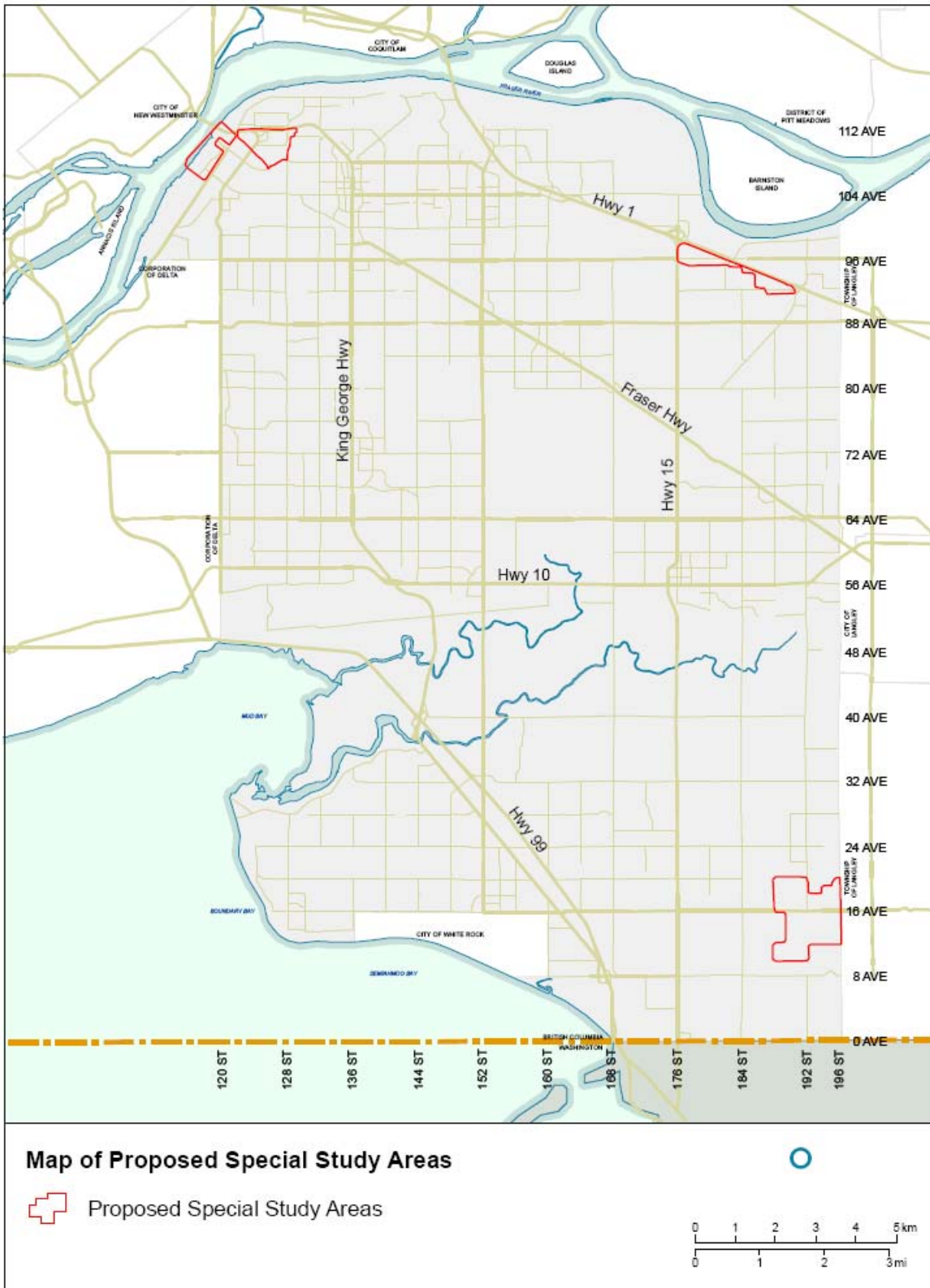
Appendix "C" Corporate Report C004 – "Comments on the Metro Vancouver 2040- Shaping our Future - February 2009 Draft of the Proposed Metro Vancouver Regional Growth Strategy"

Appendix "D" Letter from Metro Vancouver staff dated December 1, 2009

Appendix "E" Map 1 – Land Use Designations Map – draft Metro Vancouver Regional Strategy

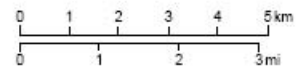
Appendix "F" Explanation of the Metro Vancouver Board's weighted voting System





Map of Proposed Special Study Areas

 Proposed Special Study Areas





Corporate Report

NO: C004

COUNCIL DATE: April 20/09

COUNCIL-IN-COMMITTEE

TO: Mayor & Council DATE: April 20, 2009
FROM: General Manager, Planning and Development FILE: 0450 - 01
SUBJECT: Comments on the "Metro Vancouver 2040 – Shaping our Future" –
February 2009 Draft of the Proposed Metro Vancouver Regional Growth
Strategy

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information; and
2. Direct staff to forward a copy of this report and the related Council resolution to Metro Vancouver as Surrey's comments regarding the document entitled "Metro Vancouver 2040 – Shaping our Future" and request that these comments be taken into account in preparing the final draft of the Regional Growth Strategy.

INTENT

The purpose of this report is to:

- Provide an overview of the most recent draft of the proposed Metro Vancouver Regional Growth Strategy (RGS), which the Metro Vancouver Planning Committee has referred to member municipalities and to the public for consultation; and
- Identify key concerns with respect to the RGS from the perspective of the City of Surrey, to be forwarded to Metro Vancouver staff for consideration in preparing the final draft of the RGS for review by the Metro Vancouver Board.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, Regional Districts are required to prepare a 20 year RGS to "promote human settlement that is socially, economically and environmentally

healthy and that makes efficient use of public facilities and services, land and resources". It must include a comprehensive statement on the future of the region and include population and employment projections as well as actions proposed with respect to housing, transportation, regional services, parks and natural areas and economic development.

The current RGS for Metro Vancouver, the Livable Region Strategic Plan (LRSP), was adopted in 1996 and is one of a number of plans under the umbrella of the Region's "Sustainable Region Initiative" (SRI). The LRSP is based on four fundamental strategies being to:

- Protect the Green Zone;
- Build Complete Communities;
- Achieve a Compact Metropolitan Region; and
- Increase Transportation Choice.

Municipalities are required to prepare and adopt Regional Context Statements (RCS) as a part of their Official Community Plans (OCP). The RCS must explain the relationship between the OCP and the RGS, and be adopted within two years of the adoption of the new RGS.

BACKGROUND

In late 2007, the document entitled "Options for Metro Vancouver's Growth Management Strategy" was released for public consultation. The "Options" document contained optional approaches for addressing key components of a new growth management for the Region. On February 25, 2008 Council considered Corporate Report No. R028 (copy attached as Appendix "I"), and approved the recommendations of the report, which included forwarding a copy of that report and related Council resolution to Metro Vancouver as Surrey's comments in response to the "Options" document.

On March 31, 2008 Council held a workshop session with senior staff from Metro Vancouver to discuss Surrey's concerns, comments and other matters of importance to Surrey in the preparation of a revised RGS.

Metro Vancouver staff prepared a further "incomplete" draft of the RGS, "Our Livable Region 2040 – Metro Vancouver's Growth Strategy – Preliminary Draft" dated September 30, 2008, which was referred to the staff of member municipalities for their comment and review, but which was not a public document.

On February 25, 2009 Chief Administrative Officer of Metro Vancouver forwarded a letter to member municipalities advising that at its meeting of February 13, 2009, the Regional Planning Committee referred the most recent draft of the new RGS, "Metro Vancouver 2040 – Shaping Our Future" to member municipalities for *initial comment on key issues*, prior to public consultation. Public consultation was set to begin on April 15, 2009. Any municipal responses received prior to April 8, 2009 were to be incorporated into the consultation process, in a form "suitable for public consultation". More detailed comments from municipalities will be accepted up until May 22, 2009.

As it was not possible to schedule a report for Council's consideration prior to the April 8, 2009 deadline, a letter outlining preliminary comments on key issues, dated April 3, 2009, was forwarded by the General Manager, Planning and Development to Metro Vancouver staff. The issues identified in that letter are also discussed in this report.

DISCUSSION

A copy of the document, "Metro Vancouver 2040 – Shaping our future" has been distributed to Council along with this report.

This report outlines the major themes and directions of the proposed RGS, identifies areas where Surrey is in agreement with the draft document, and highlights areas where Surrey has issues, concerns or is in disagreement with the direction of the document.

This draft of the proposed RGS has incorporated many of the changes and resolved a number of the concerns raised by Surrey and other member municipalities after the review of previous drafts.

The following elements of the most recent draft of the RGS are fully supportable:

- The Vision for a sustainable region, and the overall intent of the Goals and Strategic directions of the proposed RGS;
- The recognition of Surrey's City Centre as the Region's second Metro Centre and the inclusion of the five Surrey Municipal Town Centres;
- The Urban Containment Boundary and policies to support the protection and enhancement of natural areas and the Region's agricultural lands and economy through new Conservation/Recreation and strengthened Agricultural Area designations;
- Inclusion of new Conservation/Recreation areas; and
- The focus on a sustainable region that links land use patterns and the transportation network.

However, staff still has a number of concerns with the document in its current form. These are discussed below:

1. Level of Regional Oversight over Municipal Plans and Required Content of Regional Context Statements

The proposed new RGS would significantly change the relationship between Metro Vancouver and the member municipalities in terms of the required content of RCS and the amount of Regional oversight of local land use decision-making. Surrey has expressed concern with the Region taking on a significantly larger regulatory role in areas of local government authority or responsibility. The RGS should provide a sufficient level of detail to be useful to local governments, citizens and the development industry in directing growth to centres and corridors,

without taking on the regulatory role of local governments which are best positioned to understand the local context in relation to land use decisions.

As noted in the draft, the *Local Government Act* requires local governments to include a RCS in their OCP that "identifies the relationship" between matters in the OCP and the RGS. The draft RGS requires that the content of the RCS go far beyond the requirements of the legislation. The RGS as currently drafted would require the preparation of an RCS that would constitute a substantial component of municipal OCP. While much of the recommended content may be desirable content for the OCP, the requirement to include this content in the RCS substantially increases the amount of Regional oversight related to the preparation of the OCP and increases the need for Regional approval for local land use decisions. This would appear to set the context for a lengthy and cumbersome Metro Vancouver approval process for many more items.

The draft RGS creates additional designations within and outside of the Urban Containment Boundary, as described below. These designations are proposed to be determined through parcel-based mapping. The appropriateness of using detailed, parcel-based mapping for a Regional scale plan goes beyond the level of oversight appropriate at the Regional level of planning. Municipalities would be required to interpret the RGS through precise boundaries in their RCS. A change in designation would require an application to Metro Vancouver, where the Board would respond by resolution within 120 days indicating whether it accepts the amendment by a simple majority (weighted) vote. All amendments to the local OCP that may affect the RCS would require consultation with Metro Vancouver before proceeding with such an OCP amendment.

Similarly, the draft RGS requires municipalities to refer to TransLink for review, all OCP amendments for "major development proposals" for the purpose of determining whether there is a need to revise the RCS. There is no definition of what would constitute a "major development proposal", the role and authority associated with such a review process or how the TransLink's review would be coordinated with Metro Vancouver's review.

Surrey Comments

Surrey has significant concerns with the increased level of Regional oversight proposed by the draft RGS, the required level of content of the Regional Context Statements, the need for parcel based mapping for review at a Regional scale and the degree of Regional involvement in local land use planning and decision making. The approval process as set out in the draft would be cumbersome, time intensive and overly regulatory. Metro Vancouver is encouraged to use its resources to advance research and support on matters of concern to its member municipalities, rather than on exerting a high level of oversight and control over municipal plans.

2. Vision of the Regional Growth Strategy

The RGS is the land use component of Metro Vancouver Sustainable Region Initiative. The RGS identifies the need to accommodate an increase of 1.2 million people in the Region from its current population of 2.2 million to 3.4 million by 2040, requiring 550,000 new homes and 600,000 new jobs.

The Vision for the region includes diverse communities, based on community well-being, economic prosperity and environmental health, liveability and sustainability, serviced by affordable and efficient transportation services and infrastructure.

This Vision is supported by five Goals and 13 associated Strategies. The Goals are to:

- Create a Compact Urban Area
- Support a Sustainable Economy
- Protect the Region's Natural Assets
- Develop Complete and Resilient Communities
- Support Sustainable Transportation Choices

The overall vision is similar to the current RGS, with the addition of policies relating to the economy, and policies relating to reducing fossil fuel use and Greenhouse Gas emissions.

Surrey Comments

The overall vision of a sustainable region and the direction of the five Goals are supportable and consistent with Surrey's vision for a sustainable city.

3. Structure

The structure of the proposed RGS has changed substantially from the previous Livable Region Strategic Plan, as summarized below.

- **The Urban Containment Boundary**

The Urban Containment Boundary is the area, which will contain urban development in the region to the year 2040. It will contain new land use categories that include Urban Centres, Frequent Transit Development Corridors, a new Industrial designation, a new Industrial/Commercial designation and a General Urban designation.

- **Urban Centres**

Urban are intended to be the focus of commercial, institutional and higher density development to achieve a transit-oriented future.

Surrey Comments

Surrey supports the identification of Surrey's City Centre as the second Metro Centre in the Region after the Vancouver Metro Centre. The current document responds to Surrey's requests to identify centres according to their population, employment and relative scale and to recognize Surrey's City Centre as the second metropolitan centre in the Region. The draft RGS refers to Surrey's Metro Centre as the "Centre of Activity South of the Fraser", and as a location for business, cultural, institutional and entertainment uses for the southern and eastern parts of the region, as well as being a major employment location, and a home for large-scale, high density commercial office and retail uses, medium and high density housing and region-serving institutional uses.

Surrey also supports the identification in the RGS of the five Surrey Municipal Town Centres of Cloverdale, Fleetwood, Guildford, Newton and Semiahmoo.

Staff is concerned, however, with the need identified in the RGS for parcel-based mapping of Centres, and requires further clarification on how the boundaries will be determined.

- **Frequent Transit Development Corridors**

These areas are intended to support the Frequent Transit Network Concept of the RGS by concentrating higher density residential and other forms of compact growth within 400 to 800 metres of transit routes and at transit stations. The Frequent Transit Development Corridors are to be "generally consistent" with the Frequent Transit Network Concept Map, and are to be identified by municipalities in their RCS, over time. The RCS are to identify higher density residential development, contain policies for reduced parking requirements, and ensure that development in the Corridors do not detract from the viability of Centres and Industrial areas.

Surrey Comments

While the concept of Frequent Transit Development Corridors is supported, it is noted that many of these Corridors now traverse stable residential neighbourhoods. The implementation of these Corridors will need to be carried out over time with substantial local consultation, through detailed local planning processes. This will require considerable local resources. As well, the RGS should recognize and support variations in use, mixes of use and densities to reflect local context and diversity throughout the Region. Surrey's "Employment Land Strategy" notes the need to provide for employment as well as residential uses along major corridors to meet the City's objective of balanced assessment and employment ratios. Successful transit nodes/corridors benefit from a mix of residential, commercial and employment land uses.

Actions to reduce residential and commercial parking requirements in Urban Centres and along Frequent Transit Development Corridors must be accompanied by a commitment to the timely provision of high frequency transit service.

- **New Industrial and Industrial/Commercial Designations**

The RGS proposes to maintain and protect an industrial land base and to retain "industrial areas for industrial uses". Two new designations have been developed:

Industrial Areas: are intended for manufacturing, processing, repair, warehousing, distribution, transportation, utilities, biomedical facilities and other laboratories for scientific and medical research. Office and retail uses ancillary to industrial activities and a small amount of accessory commercial uses are allowed.

Industrial/Commercial: allows stand-alone office and retail uses other than those ancillary to industry. The RGS notes, however, that these uses are not appropriate in industrial areas as they reduce the efficiency of industrial uses, reduce transit and walking accessibility for workers and customers, and undermine the prosperity and development of Urban Centres. The strategy does not encourage additional Industrial/Commercial centres.

Municipalities have been directed to map all of their existing Industrial designated land in current OCPs for inclusion in the Industrial designation, and to also identify areas that are or will be developed for Industrial/Commercial use, meaning any freestanding office or retail use. The boundaries are shown generally in the RGS, but municipalities are asked to determine specific boundaries through their individual RCS. Any subsequent amendments to the boundaries would require an amendment to the municipal OCP's RCS, which would require Metro Board approval by a weighted majority vote, and would add significantly (estimated at four to six months) to any development application approval process.

It is noted that the application of these designations would not affect current municipal zoning, but it would significantly impact municipalities such as Surrey where zoning for significant areas of vacant or redevelopable industrial land has not yet been implemented.

Surrey Comments

While Surrey has supported the objective of ensuring an adequate supply of industrial and commercial land throughout the region to support a flourishing and sustainable economy, the current designations and the policy direction of the current draft RGS do not appear to identify any new supply of industrial land or to adequately protect industrial land in all parts of the region.

Surrey has supported the concept of an Industrial designation to protect a region-wide supply of employment lands. However Staff recommend against distinguishing between Industrial and Industrial/Commercial lands at a regional planning level, understanding that any addition or deletion of these designations or change from Industrial to Industrial/Commercial would require a RCS amendment needing Metro Vancouver Board approval.

Surrey has previously expressed concern that municipalities such as Surrey are expected to provide for the storage, distribution and truck storage needs of the region, due in part to the previous conversion by the region's core municipalities of their industrial lands to residential, commercial and other higher order uses.

The proposed Industrial designation would impose a level of control beyond that which should be exercised by a Regional document, and is usurping the authority of local governments in relation to land use planning and decision-making. For example, it is questionable whether Surrey would be able to continue to implement its IB zones, which provide for certain categories of office uses within the Industrial designation. To provide flexibility, Surrey could show all lands as Industrial/Commercial. However the introduction of an Industrial/Commercial, while allowing more flexibility, could well be interpreted by the market as support for large-scale retail such as big box development. On the other hand, broad application of the Industrial designation would mean that Surrey would accept the lion's share of lower order uses, and be the primary focus for warehousing and distribution uses, which have a very low number of employees per acre, are land intensive uses and do less for the quality of life or tax base of the City than other uses.

To avoid either scenario, staff recommends the development of an Industrial/Employment designation in the RGS that meets the needs of the entire region.

Surrey's recently adopted "Employment Land Strategy" confirms that if Surrey is to achieve its objectives of a more balanced jobs to workforce ratio and property assessment, it must not only protect its existing employment lands, but it must also reflect the principles of sustainability including increased land use efficiency and intensity. Surrey supports vibrant urban centres (City and Town Centres) and corridors, and has taken steps to encourage employment in these centres. But Surrey also recognizes the need to remain competitive by supporting higher density and quality business parks at key locations.

The draft RGS does not appear to contain policies promoting eco-industrial opportunities and the extension of sustainability principles to the Industrial designations.

- **A General Urban Area**

The RGS contains a new General Urban area, which contains the portion of the Urban Containment Boundary, which is not identified as Centre, Frequent Transit Development Corridor, Industrial, Industrial/Commercial, or Conservation/Recreation. The General Urban area contains the region's local neighbourhoods and shopping areas, schools and recreational areas. Densities are generally lower than other development areas and would not include industries or major employers. Municipalities' RCS are to "identify policies that discourage higher density development and support lower density, ground oriented residential development and local serving commercial uses" in this designation.

Surrey Comments

Rather than providing a compelling vision of the Region, the draft RGS provides a regulatory approach, which does not reflect the diversity of the Region.

- **Areas Outside of the Urban Containment Boundary**

The Green Zone is no longer a component of the draft RGS. Instead, all land outside of the Urban Containment boundary is divided into three new land use categories: Rural, Conservation/Recreation and Agricultural.

Rural

The "Rural" area of the RGS provides for very low-density residential development, and agricultural and small scale commercial uses that are rural in character and not serviced by the Regional sewer system. Municipal OCP RCS are to map these areas and include policies to maintain their low density and rural character discourage subdivision and support agricultural uses.

In Surrey, the Rural area would consist of the Hazelmere uplands, and land south of the Campbell Heights area, and also include slopes to the north and west of Campbell Heights.

Surrey's Comments

Staff has not had the opportunity to fully evaluate the redesignation of lands now designated Agricultural in Surrey's Official Community Plan to Rural in the draft RGS, which includes the

Hazelmere uplands and lands south of Campbell Heights. Specifically, this new designation may limit the reasonable development of these lands.

As well, it would appear that the Hazelmere Golf Course lands that were previously shown as Rural are undesignated in this draft.

Conservation/Recreation

The "Conservation/Recreation" area is intended to protect areas of ecological and outdoor recreation significance including major parks and recreation areas. It includes major regional and city parks, and includes the six areas recently recommended by Surrey to add to this designation, including Kwomais Park, Latimer Park, Redwood Park, Bothwell Park and lands in the northwest Campbell Heights area.

It is noted that the new Conservation/Recreation designation as written would not provide for major institutional uses such as the new Outpatient Facility, the RCMP Headquarters, School District Headquarters and other institutional uses in the Green Timbers area. As well, staff is nominating some additional sites to be added to the Conservation/Recreation area as generally shown on the map attached as Appendix II to this report, which include Elgin Heritage Park, Joe Brown Park, Fleetwood Park, Bear Creek Park and its ravines and the Victoria-Invergarry-Hawthorne Park system that is linked on the Bon Accord Creek ravine system. These changes will be forwarded to Metro Vancouver for consideration.

Surrey Comments

Surrey supports this designation but recommends that the policy be clarified to specify that appropriate outdoor and indoor recreation activities and facilities be allowed, to ensure that major parks which may have some recreation facilities as a component of the area remain within this designation. Map changes further refining and adding lands to this designation in Surrey will be forwarded to Metro Vancouver.

It is noted that the Regional Greenways Network has been removed from this draft of the RGS. While conceptual, this provided a useful indication of links connecting the major regional parks and open spaces and an indication of inter-municipal linkages. This Network should be re-instated in the RGS.

Agricultural Area

The area intended for Agriculture and supporting services, generally consistent with the boundaries of the Agricultural Land Reserve (ALR) is no longer part of the Green Zone but is now proposed to be included under the section "Support a Sustainable Economy". Consistent with Surrey's recently adopted Economic Development Strategy, this change reflects the importance of the agricultural land base to the regional economy.

Surrey Comments

Surrey supports the Agricultural designation in the RGS and policies related to enhancing productivity of these lands to recognize the economic value of ALR land. Surrey is already undertaking many of the actions suggested in the RGS.

4. **Population and Employment Projections and Housing Demand Estimates**

The population and employment projections in the draft RGS are generally consistent with Surrey's projections. While Surrey's projections are no longer combined with Delta, the population and employment projects still include totals for Surrey/White Rock. They show:

- A population of 602,000 by 2021 and a population of 767,000 by 2041 (eclipsing that of Vancouver and Electoral Area A); and
- A growth in jobs from the current 151,000 to 227,000 in 2021 and up to 300,000 by 2041.

Housing Demand Estimates are included by Municipality in the draft RGS. While these estimates are not referred to as "targets", municipalities are required to develop RCS and Housing Action Plans which specify strategies to meet the estimated future demand as set out in Table 1.3 for rental and ownership units. Surrey is now working on the development of a Housing Action Plan.

As Surrey's anticipated growth has increased, the RGS's estimated demand for rental units to be developed in Surrey has substantially increased. It is noted that while the Regional average for ownership is 65% ownership to 35% rental, Surrey has traditionally been the supplier of more affordable home ownership options, with a ratio of 75% ownership to 25% rental. The demand identified in Table 1.6 has been applied consistently across the Region and imposes an unrealistically high number of affordable rental units to be provided in the 10-year demand estimate. These numbers are only achievable with the support of the Federal and Provincial levels of government as set out in Strategy 4.1.4.

Surrey Comments

Surrey appreciates that the sub-regional demand estimates have been revised to include Surrey/White Rock as a sub-region.

Further work is required with regard to the housing demand estimates, which appear to impose extremely high expectations with regard to the ability of municipalities to affect the provision of affordable rental housing.

5. **Transit/Transportation**

The Frequent Transit Network Concept is shown on Map 6 and the Regional Roads Concept is shown on Map 7 of the draft RGS. Much of the Frequent Transit Network was promoted through the South of Fraser Transportation Area Plan (SoFA) process. The Plan represents a minimum level, and SoFA municipalities are seeking more routes and service within a shorter timeframe.

Studies on proposed rapid transit lines are just being initiated, and the current mapping may need to be changed over time.

Strategy 5.2 notes that goods movement capacity on Regional roads cannot be the only consideration when developing vibrant/liveable communities. In Centres, additional road development may be appropriate to balance the needs of pedestrians. Similarly, giving priority to transit and where appropriate goods movement with any expansion of road capacity may not always be appropriate as there is a need to consider each project on its merits and its role in the network.

The maps are difficult to read and to reconcile with the legends.

Surrey Comments

Surrey supports the Frequent Transit Network, and its relationship to increased densities, but this does not imply endorsement of the Network as currently shown on Map 6. Surrey will continue to seek more routes, a finer transit service grid and increased transit equity south of the Fraser in comparison to the remainder of the Region. A commitment to higher densities along these routes and to reduce parking requirements must be accompanied by a commitment to, and implementation of improved transit service levels.

Rather than review of land development proposals as is currently proposed, TransLink should provide service level indicators that link land use and density with the level of transit service that will be provided.

A number of map changes are needed in the draft RGS along with clarification, as they are difficult to read in the current draft RGS. Specifically, Map 7 should distinguish between provincial and MRN roads. The Golden Ears Bridge Connector should stop at 176 Street, continuing as 96 Avenue, which is an MRN road.

It is noted that the strategy providing for annual RGS housekeeping updates to incorporate Map changes over time has been removed from this draft. This provision should be re-introduced in the RGS.

6. What is Missing?

The significant issue of municipal finances has still not been adequately addressed in the draft RGS. Pressures from a land assessment perspective have at times led municipalities to consider land use decisions from the perspective of the potential revenue stream, as opposed to planning principles. This, for example, has led some municipalities to permit the conversion of industrial lands to higher value, high density residential and commercial uses and placed pressure on others to support the removal of land from the Agricultural Land Reserve.

Surrey Comments

Creative reform of municipal finances and revenue sources available to municipalities and how this could influence effective land use planning and development decisions has not been adequately addressed in the draft RGS.

The draft RGS does not contain policy direction in relation to creating a more balanced assessment base at the municipal level and a more equitable distribution of jobs to population by sub-region.

7. **Process**

Staff is concerned that the proposed RGS review and approval process does not allow review of a further draft of the document once Metro staff have had the opportunity to review and incorporate input from municipalities and the public. Metro Vancouver is proposing to go directly to a final draft for Public Hearing in June of this year. This is a tight timeframe for Regional staff to incorporate municipal and public input, and does not provide time for municipalities to discuss and attempt to reach consensus on key issues prior to the draft RGS being considered in a formal, Public Hearing process.

Surrey Comments

Given the concerns identified in this report, the opportunity for review of a further draft RGS appears reasonable to assist in building agreement around several key issues, prior to embarking on by-law readings and a Public Hearing.

CONCLUSION

Based on the above, it is recommended that Council direct staff to forward a copy of this report and the related Council resolution to Metro Vancouver as Surrey's comments regarding the document entitled "Metro Vancouver 2040 – Shaping our Future" and request that these comments be taken into account in preparing the final draft of the RGS.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

JMcL:saw

Attachments:

Appendix I Corporate Report No. R028
Appendix II Recommended Map Changes

A copy of the draft Regional Growth Strategy entitled "Metro Vancouver 2040 – Shaping Our Future" has been distributed separately.



Corporate Report

NO: R028

COUNCIL DATE: Feb 25/08

REGULAR COUNCIL

TO: Mayor & Council DATE: February 25, 2008
FROM: General Manager, Planning and Development FILE: 0450-01
SUBJECT: Choosing a Sustainable Future for Metro Vancouver -
Surrey Comments on the November 2007 Report -
"Options for Metro Vancouver's Growth Management Strategy"

RECOMMENDATION

The Planning and Development Department recommends that Council:

1. Receive this report as information;
2. Endorse the comments contained within this report as the City of Surrey's response to the document entitled "Choosing a Sustainable Future for Metro Vancouver – Options for Metro Vancouver's Growth Management Strategy";
3. Authorize staff to forward a copy of this report and the related Council resolution to Metro Vancouver; and
4. Request that staff arrange a workshop session involving City Council and appropriate senior staff from both Surrey and Metro Vancouver to discuss the concerns and comments contained in this report and other matters important to the City of Surrey, in the preparation of a revised Regional Growth Strategy and that such a session be organized as soon as possible.

INTENT

The purpose of this report is to review and provide comments on the document entitled "Choosing a Sustainable Future for Metro Vancouver – Options for Metro Vancouver's Growth Management Strategy" (the "Options Report") for Council's consideration and response to Metro Vancouver. The Options Report is part of the public consultation process in the development of a new Regional Growth Strategy for Metropolitan Vancouver to replace the current Liveable Region Strategic Plan (the "LRSP").

Overall Response

The City of Surrey sees the function of the Metro Vancouver Growth Management Strategy as a tool to encourage the cooperation of local governments in achieving **both** local and regional goals with respect to sustainability and liveability. In this regard, it is Surrey's view that Metro Vancouver's general role in relation to growth management should be to provide a high-level vision of the growth and development of the region and to monitor, undertake research and analysis, and share information among local governments on such topics as land use, economic development, transportation, housing, infrastructure and the environment with a view to assisting local governments in making effective decisions that allow for the development of a strong region through the development of strong individual municipalities. One of the fundamental problems with the LRSP (i.e., the current Regional Growth Strategy) is that it does not properly recognize the needs of individual local governments in relation to the business of local government. Surrey is opposed to the region taking on a regulator role in areas of local government authority or responsibility, such as local land use or density decisions. The statements made within this paragraph are the underpinnings to the more specific comments and suggestions contained in the remainder of this report.

General Comment

Vision

The draft Options Report lacks a strong planning vision. There is little more than a continuation of current trends and policies. As a result, the document is focused more on governance and oversight issues than on articulating a strong and compelling vision for the region.

Financial Reform Necessary

The range of issues addressed in a document such as "Choosing a Sustainable Future for Metro Vancouver," while broad, does not capture one of the significant issues driving land use decision-making in the region; that issue being municipal finances. Currently, land use decisions by local governments are being "pushed" by the business needs of local governments, which, in some circumstances, are contrary to good land use planning principles. Property taxes are the primary source of discretionary revenue for local governments. With the financial pressures that all local governments are experiencing, there is significant pressure from an assessment perspective to consider land use decisions from the perspective of revenue stream considerations, as opposed to planning principles. This economic reality has, for example, led the region's core municipalities to permit the conversion of industrial lands to higher-value, high-density residential and commercial uses. It has also placed significant pressure on the Agricultural Land Reserve ("ALR"), particularly for "back-up" industrial and trans-shipment uses near the Port lands in Richmond and Delta. As a City with a significant proportion of its land base in the ALR and with the largest area of industrial-designated land in the region, the current draft Options Report is penalizing, for its vigilance in preserving these lands for uses that have been "squeezed out" of Metro Vancouver's core municipalities. In essence, Surrey appears to be called upon to "fix" the problems, other more fully developed local governments in the region have created over time.

It is clear that creative reform of municipal finances, such as expanding/replacing the revenue sources that are available to local governments, is fundamental to resolving this basic dilemma facing local governments in making land use decisions, which will continue to stand in the way of the region achieving its full potential.

POLICY CONSIDERATIONS

Under the provisions of the *Local Government Act*, regional districts are required to prepare a Regional Growth Strategy in order to "promote human settlement that is socially, economically and environmentally healthy and that makes efficient use of public facilities and services, land and other resources". It must cover a period of at least 20 years and include a comprehensive statement on the future of the region, including social, economic and environmental objectives of the board, population and employment projections, and actions proposed with regard to housing, transportation, regional district services, parks and natural areas and economic development.

The current Regional Growth Strategy for Metro Vancouver is the LRSP, which was adopted by the then GVRD board in January of 1996. The LRSP rests on four fundamental strategies:

- Protect the Green Zone;
- Build Complete Communities;
- Achieve a Compact Metropolitan Region; and
- Increase Transportation Choice.

The Regional Context Statement is one of a number of plans under the umbrella of the region's "Sustainable Region Initiative" ("SRI"), which also includes documents such as Liquid and Solid Waste Management Plans, the Air Quality Management Plan, Regional Parks Plan and Regional Affordable Housing Strategy.

Municipalities are required to prepare and adopt Regional Context Statements as an element of their Official Community Plan ("OCP"). The Regional Context Statement must explain the relationship between the OCP and the Regional Growth Strategy. Surrey's Regional Context Statement is contained in Appendix B of Surrey Official Community Plan By-law, 1983, No. 12900, as amended. It specifies how Surrey's OCP reflects the interests and strategies of the current Regional Growth Strategy, the LRSP. It is anticipated that Surrey will be required to update its Regional Context Statement subsequent to the adoption of a new Regional Growth Strategy by Metro Vancouver. This will be part of the pending major review of Surrey's OCP.

BACKGROUND

Over the past several years, Metro Vancouver has been undertaking background studies, workshops and public forums leading to the preparation of a revised Regional Growth Strategies. The revisited Regional Growth Strategy is intended to address the new challenges of climate change, a growing and aging population, traffic congestion, housing affordability and the region's ties to a global economy.

In September of 2007, the GVRD Board, authorized staff to begin public discussions for the Regional Growth Strategy, based on an identified set of issues and strategies presented to the Board at that time. The Options Report was produced in November of 2007. Regional staff held a series of community meetings throughout the region, including two meetings in Surrey, on

December 6, 2007, at the Newton Recreation Centre and January 17, 2008, at the Newton Seniors' Centre.

The City received correspondence in November 2007, from Metro Vancouver staff, advising of this public consultation process. On December 17, 2007, the Manager of the Policy and Planning Department for Metro Vancouver attended Council-in-Committee and provided a presentation on the Options Report.

It is noted that this round of consultation was intended to "initiate dialogue on the directions for the new Regional Growth Strategy". Following this preliminary consultation a Draft Regional Growth Strategy will be prepared for public and municipal review. Comments will be taken into account in the preparation of the actual draft Regional Growth Strategy document.

On February 11, 2008 Council met to discuss in detail the contents of the Options Report and to provide comments on its contents.

DISCUSSION

Overview

As the Options Report notes, a new plan for Metropolitan Vancouver (a 25 year plan to the year 2031) will need to address issues of climate change, a growing and aging population, traffic congestion, housing affordability and the region's ties to a global economy. Land use concepts in the new Regional Growth Strategy will be linked to TransLink's *Transport 2040* vision.

The Options Report anticipates the need to accommodate 820,000 more people in the region, or a population of 3 million by 2031, 420,000 new dwellings and 400,000 additional jobs, while maintaining natural, cultural and heritage assets. Of this, Surrey/Delta/White Rock is predicted to have:

- A population of 766,000 or 25.2% of the regional population; and
- Employment of 324,000 or 20.8% of the regional jobs.

The Options Report notes that to maintain a healthy economy, economic activities such as port, airport and rail activities supporting the region's gateway role, and city serving businesses, will require sufficient land. The paper notes that the regional supply of industrial land has decreased as a result of lands being rezoned to higher value market uses. The challenges are to ensure effective use of space to support economic activity, while protecting communities and the region's thriving agricultural sector. A further challenge is to build an urban area that does not undermine the biodiversity and natural assets of the region.

Proposed Vision and Goals

The proposed Vision as set out in the Options Report is:

Metro Vancouver will be a liveable and sustainable region. It will be a region of well-designed, connected and diverse communities where people of all ages, incomes and origins can live, work and play in safety and comfort. The conservation of land, water and energy resources will drive regional decision-making. Valuable farmland and natural areas will be protected and enhanced.

An affordable and efficient transportation system will support economic prosperity, healthy living and community well being.

The Options Report puts forward five goals and 12 strategies within these goals. The goals are similar to those of the four fundamental strategies currently in the LRSP, but add reference to housing and the regional economy.

A Choice of Strategies

A key theme throughout the Options Report is the question of governance and the role of Metropolitan Vancouver versus the role of the local municipalities within the region. For each of the 12 strategies put forward in the Options Report, the public is asked to choose whether the Regional Growth Strategy and, therefore, Metropolitan Vancouver, should:

- (a) State general, high level goals and policies; or
- (b) State general goals and provide targets and general guidelines; or
- (c) Set regulations and establish specific targets.

Following is a description of the goals and strategies and of the choices set out in the Options Report. These are accompanied by commentary with regard to the City of Surrey's preferences, issues and concerns:

GOAL 1: A sustainable, compact metropolitan structure

Strategy 1: Focus growth in centres and along transit corridors

This strategy retains the concept of a strong Metropolitan Core, Regional Town Centres (including Surrey City Centre and Langley City, south of the Fraser) and Municipal Town Centres (including Guildford, Fleetwood, Newton, Cloverdale and Semiahmoo/White Rock). It is a strategy of concentrating growth in centres and transit corridors. The Options Report notes that a practical transit option is needed in newer areas, and that additional transit corridors are needed that link centres and that link neighbourhoods to centres. The Options Report asks whether this structure should be expressed:

- (a) as a statement of general goals that centres and corridors should be the primary location for jobs, shops, services and housing;
- (b) as a map of centres and corridors, but with general guidelines on the types of uses to be encouraged in the centres and corridors; or
- (c) with centres, transit stations and corridors designated, and providing housing and job targets, transit service expectations, minimum density guidelines and maximum parking guidelines established for centres and station areas.

Response: *This Strategy should be rewritten to read "Focus regional growth in mixed-use centres with sufficient densities to support the provision of high quality public transit." This reflects the importance of developing housing and employment in close proximity to one another,*

and does not pre-suppose that linear development along transit corridors is the only way of achieving this objective.

Of the options presented, Option (b) is preferred as it provides a sufficient level of detail in the regional plan to be useful to local governments, citizens and the development industry in directing growth to centres and corridors, without taking on the role of local government. Local municipalities are best placed to understand the local context and economic realities, and to set specific and realistic densities and targets rather than having them determined at a regional level. The region can and should provide a valuable role in assisting with research and analysis and in providing information about densities and land use mixes that will allow for the provision of quality transit services.

Strategy 2: Establish defined areas for urban growth

This strategy provides for the continued growth in newly developing areas, (including Grandview, north and west Cloverdale, South Port Kells and Douglas), but emphasizes the proportion of growth in established areas versus newly developing areas. It notes that municipal OCPs have designated sufficient land to accommodate residential growth beyond 2031. The Options Report asks whether the strategy should:

- (a) state general goals for developing a compact region; or
- (b) designate an urban area and a green zone similar to the current plan to act as a boundary for urban growth; or
- (c) designate Urban, Rural and Green Zone land uses. The Rural designation would include areas "not conducive to urban development". The Hazelmere area and lands outside of the ALR, south of Campbell Heights, are included in this designation in the Options Report. The Green Zone would protect the region's natural assets.

Response: *Option (b) is preferred. This option retains the existing urban containment boundaries and protects the ALR and Green Zone from urban encroachment. Municipalities are best placed to determine the staging of urban development through their local OCPs and guidelines provided in the Regional Growth Strategy. Surrey already provides for a rural designation in its OCP, and Council has recently not approved applications for urban development in more remote areas, based on the need to ensure the efficient and sustainable phasing of development. As well, local municipalities should be hesitant to accept further designations in the plan, prior to clearly understanding the details of the amendment process that will be associated with the new Regional Growth Strategy.*

*While the Options Report notes that there is sufficient land available for residential development, this section does **not** speak to the shortage of industrial/employment land in the region. The City should not agree to a rural designation in advance of understanding more about the regional supply and protection of industrial land and the Options Report amendment process.*

GOAL 2: Diverse and affordable housing choices

Strategy 3: Increase housing supply and diversity, including the supply of housing for low and moderate-income households

This strategy notes that all municipalities across the region should have an adequate stock of affordable housing, including a healthy supply of market and non-profit rental housing. It notes that senior levels of government have a critical role, while local governments can "use the land development approval process to provide additional opportunities for affordable housing". The Options Report asks whether the Regional Growth Strategy would:

- (a) retain the current approach of stating general goals to promote increased housing supply; or
- (b) establish targets by sub region and require municipalities to prepare Housing Action Plans to identify specific objectives and actions for housing supply, diversity and affordability; or
- (c) establish region-wide requirements to provide a uniform approach to matters such as reduced parking regulations, DCCs, and exclusionary zoning.

***Response:** Although, Option (b) is preferred, there is a question regarding the use of the word "diversity" in this strategy. There needs to be more definition around what this work means in the context of Regional housing. Sub-regional targets will ensure that all municipalities address sub-regional housing targets. The requirement for Housing Action Plans means that all municipalities will be required to assess a range of housing options that is consistent with their local context. Surrey intends to undertake the development of a Housing Action Plan this year.*

Surrey's housing is among the most affordable in the region, and Surrey is already providing relatively affordable housing for a significant proportion of employees in municipalities that have less affordable housing.

Option (c) is far too prescriptive a role for the region and does not recognize local context and circumstances. The region should not be involved in setting local parking regulations or in the establishment of municipal DCCs required to finance the infrastructure necessary to provide for new development.

GOAL 3: A strong diverse regional economy

Strategy 4: Maintain an adequate supply of industrial lands to meet the needs of the regional economy

This strategy recognized that the regional economy needs industrial land, including land for storage, distribution, and truck parking, yet the supply of industrial land is declining. The options include:

- (a) stating general goals for industrial protection; or
- (b) identifying significant industrial lands on a map and stating their importance; or
- (c) designating industrial land as a regional land use category with specific guidelines on permitted uses. The regional industrial land use designation would include manufacturing,

warehousing, distribution, and supporting office and retail uses, but would not allow stand-alone office or retail uses.

Response: *It is clear that there is not a sufficient supply of industrial land to serve the region's long-term needs. The Options Report does not address where a sustainable supply of industrial land will be found in the region. It is also clear that many municipalities have converted large areas of industrial land to "higher order" uses such as residential. Municipalities such as Surrey, with the largest amount of available industrial land, are expected to provide for the storage, distribution and truck storage needs of the region. This is clearly not acceptable as they are land intensive uses and do little for the quality of life or the tax base of the City. The City of Surrey is now being expected to make for the shortcomings of the prior more historic decisions made by others in Region.*

Option (b) provides for identification of industrial land in the region, but may not be sufficient to stem the tide of conversion of employment lands to other uses.

Option (c), the designation of industrial land, could be considered as a viable option. It would put all municipalities on a level playing field in not converting their industrial lands to residential uses. Surrey is now undertaking an Employment Land Strategy to consider how to protect employment land to ensure that there is a balance of assessment and of jobs to the employed work force. However any consideration of designating industrial or employment land must be based on:

- *clearly understanding the process for amending the Regional Growth Strategy; and*
- *deleting any provision under which the Regional Growth Strategy would regulate the nature and type of employment uses that could go into local employment areas. The Report notes that the only reason that higher density employment uses go into business parks is for economic reasons. Indeed, many office type users require space that is outside of city centres. Other municipalities have attained high job to workforce ratios through high-end business parks. Surrey is seeking higher employment densities in its employment areas to provide for jobs close to Surrey residents that will have the effect of shortening average commuting distances and, therefore, will have positive effects on the environment and overall quality of life. It is not appropriate for the region to dictate the nature of employment uses, which may direct that some municipalities, such as Surrey, accept the lion's share of "lower order" uses.*

Strategy 5: Facilitate the location of major commercial (retail, office and entertainment) activities in centre locations to enhance access for workers and customers and build prosperous, attractive centres in every sub region

This strategy maximizes the use of infrastructure and transit by concentrating mixed-use development in existing urban centres. It notes that regional town centres and the metropolitan core need to capture new office growth. To do this, the options are for the Regional Growth Strategy to:

- (a) identify the major centres and encourage the establishment of jobs and activities; or

- (b) designate centres and other strategic economic growth centres and develop policies and guidelines to set out development expectations including commercial and residential density objectives; or
- (c) establish policies and incentives to encourage commercial development in centres and discourage commercial development outside of centres.

Response: *This Strategy should be rewritten by replacing the word "centre locations" with "mixed-use centres."*

A key correction is needed to the map that accompanies this Strategy. Surrey's City Centre has long been recognized as being the second metropolitan centre in the Region, serving as a "downtown" for the areas south of the Fraser River. The relative scale of Town Centres illustrated on this map should be more accurately reflected. For example, Guildford Town Centre, which serves as the town centre for a population of 70,000, as a regional shopping destination, and which is slated for significant density increases is currently shown to be the same as the town centres associated with Pitt Meadows (15,000) or Tsawwassen (25,000). Other significant emerging centres, such as Grandview in South Surrey, which includes over 1.5 million square feet of commercial space and will serve a population of at least 40,000 by 2031 should be recognized on the map.

In addition, it is noted that the Major Centre map ignores educational facilities south of the Fraser. Significant educational institutions, such as Kwantlen University College and SFU Surrey should be added to the map.

Of the options presented, Option (b) is preferred. Surrey is in the process of undertaking a major review of its City Centre Plan, and is attempting to find ways to attract new business and high-density office development to its City Centre. While all regional town centres are attempting to attract major office development, the lack of a "head office" economy has created a circumstance where all municipalities are competing for the same market. Neither the metropolitan core nor the town centres are seeing significant office growth unless it is supported by the public sector. Consultants have advised that many more industrially oriented office uses, which require road accessibility, will gravitate to business park and many are not suited to downtown locations. If they are deterred from locating in suitable locations, they will more likely move elsewhere than to town centre locations.

Density targets and objectives are best left in the hands of municipalities that understand the local context. Option (c) is not recommended, as it is too prescriptive. The Region should not be involved in evaluating local land use decisions. Any policy to promote the concentration of commercial uses in town centres should focus on incentives as opposed to regulatory restrictions. Incentives could include such things as high quality transit service.

Strategy 6: Maintain the agricultural land base for food production through supportive land use and development policies

This strategy recognizes the importance of the agricultural sector to the local economy, and the value of the ALR, but notes that with continued population growth there will be continue pressure to convert agricultural land to other uses. To protect agricultural land, the Regional Growth Strategy could:

- (a) make general goal statements to protect agricultural land; or
- (b) provide a regional agricultural land designation to reinforce the ALR; or
- (c) provide an agricultural land designation and require municipalities to provide urban/agricultural interface polices in their OCPs.

Response: *This Strategy should expand its focus to food production, and not merely the preservation of the agricultural land base. There is no recognition of the potential role of urban agriculture (Industrial agriculture), or of the fact that significant areas in the ALR are not currently in food production. The strategy should be extended to look at means by which to enhance the production of food in the Region and on agricultural lands. It may be appropriate to identify "food production lands" as opposed to "agricultural lands".*

Surrey strongly supports the retention of the ALR and Surrey's OCP already contains polices with regard to setbacks and buffering adjacent to the ALR, as recommended by Option (c). As part of the pending major review of Surrey's OCP, staff will be reviewing the setback and buffering requirements in consultation with the local stakeholders. In addition, Surrey has Council-adopted policies containing stringent criteria for considering ALR exclusion applications.

There is concern that the agricultural designation would be redundant with the protection provided by the ALR, however the agricultural designation would be virtually the same as the current Green Zone designation in requiring an amendment to the LRSP before land can be taken out of the Green Zone for urban uses. Understanding the amending formula for the new Regional Growth Strategy would, again, be important in determining support for this option.

An agricultural designation in the Regional Growth Strategy and policies related to enhancing productivity of these lands would recognize the function of and economic value of ALR land, as opposed to the current situation where all ALR land is combined as "Green Zone" with other land that has environmental or recreational value. There is concern that an agricultural designation may simply be duplication at the Regional level of the role and operation of the ALR/ALC.

GOAL 4: Protect and enhance the region's natural assets

Strategy 7: Ensure the long-term protection of critical habitat areas, drinking watersheds, riparian areas, parks, recreation corridors, forests and agricultural lands

The Green Zone is intended to protect the region's natural assets, such as environmentally sensitive areas, major parks, recreational areas, some golf courses and riparian areas. Two options for the future of the Green Zone are to:

- (a) designate a Green Zone in the Regional Growth Strategy and provide general guidance to municipalities on what areas should be included: or
- (b) designate the Green Zone and identify the permitted uses, taking a more direct regional role to ensure consistency for the protection of natural areas.

Response: *The Green Zone as shown on the map accompanying this Strategy should be amended to not include lands in the ALR, since this leads to the misperception that agricultural lands are conservation areas, and not productive, working areas.*

Of the options presented, Option (a) is preferred with the proviso noted above. At this time, there is inconsistency among municipalities in the areas included in the Green Zone, and the region could provide better guidance as to the types of areas to be included and general guidance as to the permitted uses. Option (b) is too prescriptive and does not recognize distinctions and diversity among the types of landscapes included in the Green Zone.

Similar to industrial land, the natural assets map in the Options Report shows that many municipalities, and especially the Burrard Peninsula communities, have long since converted most of their natural areas to urban areas. The proposals suggest that the region should intervene to preserve remaining natural areas to balance this historic fact. The City of Surrey has policies and programs to address environmentally sensitive areas, maintain natural areas and promote biodiversity. The most complete knowledge of natural areas is at the local level and Surrey is undertaking further work in updating its ESA mapping and developing a biodiversity plan. Surrey does not support a regional function in this area beyond the general principle of supporting and providing general policies for the Green Zone, and coordinating the provision of important linkages between municipalities.

It is also noted that critical habitat is most often not at a regional scale and needs to be addressed in the more refined plans prepared by local governments. This should be acknowledged in the Regional GMS.

Strategy 8: Ensure the protection and enhancement of ecological and recreational connectivity across the region

The Options Report notes that natural assets are located throughout the region, not just in the Green Zone. The Strategy explores two options:

- (a) the Regional Growth Strategy would continue to state general goals and provide high level guidance for integrating ecological values into land development processes and for the provision of regional ecological and recreational corridors; or
- (b) the Strategy would provide regional guidelines for integrating ecological values into the development process and identify regional ecological and recreational greenways on a reference map. It would be specific about the location of corridors and would provide guidelines for protecting natural assets.

Response: *This Strategy, and the map that accompanies it, should be restricted to those ecosystems and critical habitats that are regionally significant, and at a regional scale. It is noted that the terms used in Option (a) are different than the terms used in Option (b) (i.e., "corridors" in comparison to "greenways"). Is this different terminology significant to the intent of the two options?*

Of the options presented, Option (a) is preferred. Ecological and recreational corridors are defined and managed by the City, with input by agencies such as DFO, where there is more

complete local knowledge of environmental values. There would be little value in the region becoming involved in the local development approval processes.

A general map of biodiversity values would be useful, as well as a map showing regionally owned assets, links and corridors. The current plan does not show the links between key assets, or contain policies to address biodiversity in these areas. Maps and plans for linking key regional assets with municipal assets, and showing links between municipalities would be of value.

The map currently in the Options Report combines a number of objectives, and should be broken out to more accurately reflect regional objectives with the understanding that fish corridors, wildlife corridors and green pedestrian corridors are distinct from one another and should be considered separately.

GOAL 5: A sustainable regional transportation system

Strategy 9: Increase transit supply through the region and promote walking and cycling

This Strategy promotes increased transit and the link between land use decisions and the provision of transit. Options outlined for the Regional Growth Strategy are:

- (a) to state general goals of increasing transit use; or
- (b) to identify a frequent transit network for the region and set targets for increased transit trips in the Strategy; or
- (c) to identify a frequent transit network, set targets for transit ridership in each sub region, set density guidelines and establish targets for cycling and walking. Guidelines would set minimum densities in transit corridors.

Response: *The provision of transit services in the Region is the mandate of TransLink. This Strategy should be reworded to read, "Work in cooperation with TransLink to increase transit supply throughout the region and to promote walking and cycling." This more accurately reflects the roles of Metro Vancouver and TransLink in the planning and provision of transit and transportation.*

Of the options presented, the City could support Option (b). While it is noted that TransLink, not Metro Vancouver, provides the frequent transit network, it is important to show this network in the regional plan and link land use and density decisions to this network.

A concern has been raised at a number of the public meetings held by Metro Vancouver, that the Regional Growth Strategy may not coordinate with the decisions and actions of the Province and TransLink in making major transportation decisions. While Surrey will strive to increase densities in its centres and along corridors, Option (c), as set out, is too prescriptive, especially without the guarantee of major investments in transit infrastructure. It is appropriate for the region and TransLink, working in cooperation with municipalities, to identify transit corridors and service design guidelines that provide incentives for compact more dense land use patterns. Any establishment of density and transit trip targets in the plan should be done by agreement

with municipalities and should recognize historic development patterns, and realities such as the presence of the ALR along major corridors over which municipalities have no control.

Strategy 10: Advance a regional network of roads and highways that prioritize goods movement, transit operations and high-occupancy vehicles

This strategy recognizes the importance of goods movement in the region's economy and notes the need to allocate road capacity in a way that prioritizes users and manages demand. Options for the Regional Growth Strategy are to:

- (a) state general goals for a regional roads and highways network; or
- (b) map regional roads and highways and continue to state general principles for implementation, noting that TransLink and the Province implement major roads and highways; or
- (c) map the network and have specific lane/corridor road management and transit priority guidelines.

Response: *The responsibility for regional transportation other than transit is shared between TransLink, the Provincial government and local governments. This Strategy should be reworded to read "Work in cooperation with TransLink, the Ministry of Highways and local governments goods movement, transit operations and high-occupancy vehicles.*

Option (c) can be supported. The Regional Growth Strategy should contain updated maps of the major road network and policies for implementation, and Metro Vancouver should clearly link land use and transportation to the extent possible through the maintenance and management of the network and transportation demand management measures. If major transportation infrastructure is indeed the role of other agencies and levels of government, the Regional Growth Strategy should set a clear transit strategy and clear expectations as to what is needed from these other levels of government in order to meet the goals set out in the document.

Strategy 11: Manage Transportation demand

This strategy notes that the current pricing structure of transportation options hides the true cost of car travel. Pricing mechanisms include such items as U-Pass, transit passes, parking fees, fuel taxes, and vehicle levies. Options for the Regional Growth Strategy are:

- (a) to state general goals on managing transportation demand. TransLink would design DTM programs to achieve regional goals; or
- (b) to identify demand management strategies at the local level such as bus lanes and parking supply measures, or road pricing mechanisms at the regional level.

Response: *This is fundamentally outside the realm of Metro Vancouver. This strategy needs to be reworded in a manner similar to that suggested for Strategy 10 above. Road pricing will be managed by TransLink and the Province. Coordination/Alignment between the Regional Growth Strategy and the TransLink Plans is important. Option (a) is preferred. Municipalities can work with Metro Vancouver and TransLink to develop transit priority measures that can provide for*

improved service levels. For example, working to provide for bus lanes and layover spaces help in accommodating more service. Regional control over parking supply is not supported, although Metro Vancouver is encouraged to work with municipalities to conduct research and provide a level playing field for development by promoting measures such as lower parking standards, taking into account phasing and local context. These activities can take place without providing prescriptive measures in the Regional Growth Strategy.

What Is Missing?

Through the public consultation process Metro Vancouver staff has asked if there are items missing from the Options Report that should be addressed in the Regional Growth Strategy. The following items are noted for consideration:

- As noted above, the draft Options Report lacks a strong planning vision. The document is focused more on governance and oversight issues than on articulating a strong and compelling vision for the region;
- The plan illustrates the Metro Vancouver core as including the Broadway Corridor, which is much larger than the LRSP core. Why was this change made? This tends to place an emphasis on this centre in comparison to how other important centres like Surrey City Centre are illustrated. This needs to be corrected;
- While the document discusses the need for sustainability and measures to reduce the production of greenhouse gases, it does not contain any guidance or goals on how the region will adapt to inevitable impacts of climate change;
- With the exception of providing diverse and affordable housing choice and mixed use centres, the Options Report does not contain any policies with regard to the social and cultural aspects of region; and
- The final document should contain a more detailed description of how the links to other documents under the umbrella of the Sustainable Region Initiative, such as the Liquid Waste Management Plan, the Solid Waste Management Plan, etc., are used as tools to shape and manage the growth of the region.

General Comments

In the tables and maps describing current population and employment and predicting future population and employment growth, there is a concern that the City of Surrey has been combined with the low-growth municipalities of Delta and White Rock. This does not provide an accurate portrayal of the relative rate of growth of these municipalities over the next 25 years. Major municipalities should be described separately in future documents.

It would appear that the concept of the Growth Concentration Area is being dropped from the revised Regional Context Statement in favour of policies promoting compact development and a clear growth containment boundary. The Growth Concentrations Area was seen as contradictory to the objective of creating complete communities in other viable locations, and the City of Surrey supports the removal of this concept from the Regional Context Statement.

Finally, it is noted that one of the great assets of the regional structure, at this time, is that it is a federation of municipalities working together to reach consensus on major issues. It has been successful and, in the vast majority of instances, municipalities have followed the policies and principles set out in the current Regional Growth Strategy – the LRSP. **Surrey is opposed to the Regional Growth Strategy being overly prescriptive and Metro Vancouver becoming another regulatory agency with respect to local land use decisions.** Options, which state general goals and provide targets and general guidelines toward which municipalities can work in cooperation with the region are generally preferred.

Workshop Session with Regional Staff:

Given the number and level of concerns documented within this report, it is recommended that Council request that staff arrange a workshop session involving Council and senior staff from both Surrey and Metro Vancouver to discuss the concerns and comments in this report and other matters important to the City of Surrey, in the preparation of a revised Regional Growth Strategy and that such a session be organized as soon as possible.

CONCLUSION

This report provides comments on the document entitled "Choosing a Sustainable Future for Metro Vancouver – Options for Metro Vancouver's Growth Management Strategy" for Council's consideration.

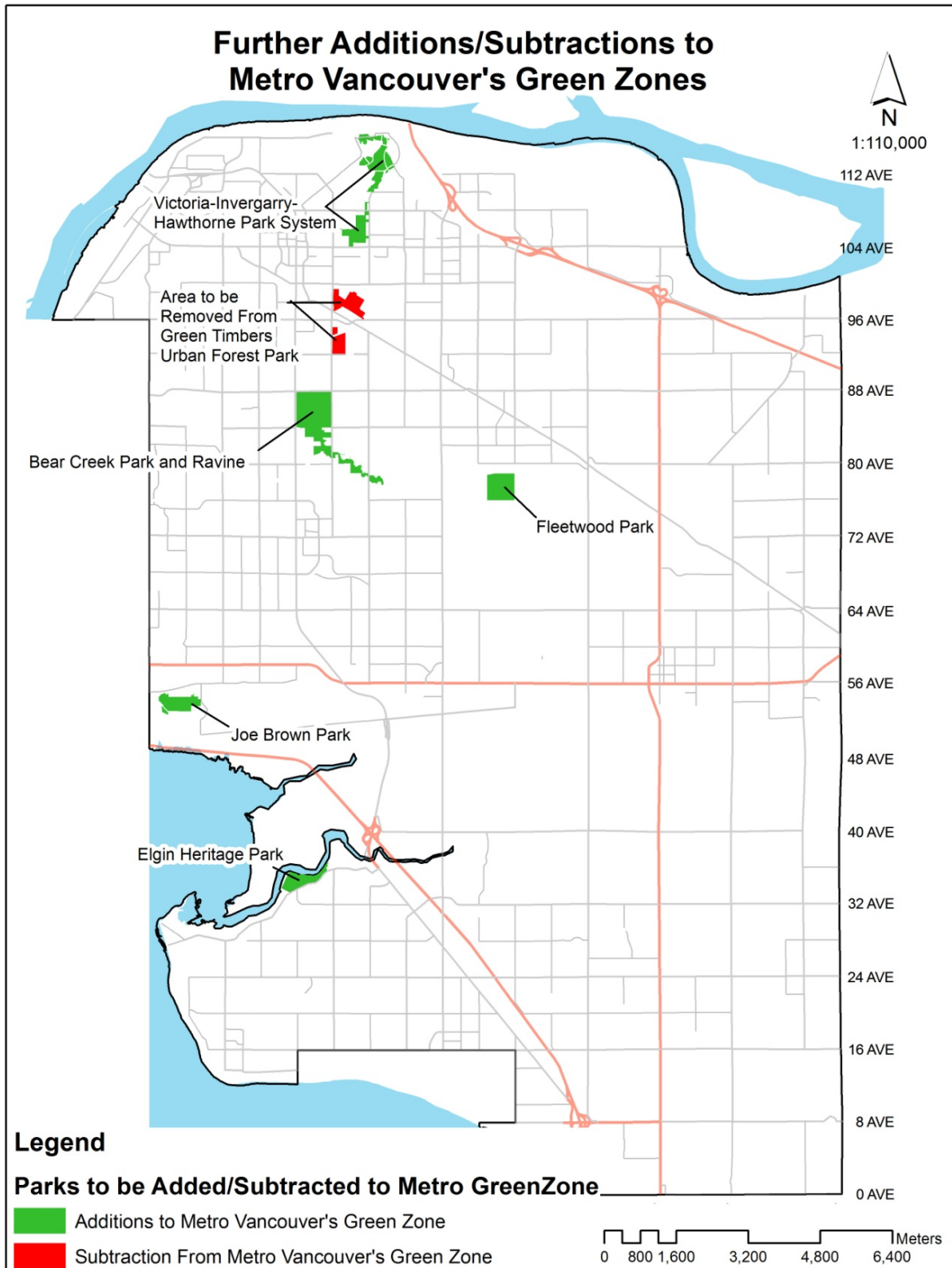
Based on the above discussion, it is recommended that Council:

- Endorse the comments contained within this report as the City of Surrey's response to the document entitled "Choosing a Sustainable Future for Metro Vancouver – Options for Metro Vancouver's Growth Management Strategy";
- Authorize staff to forward a copy of this report and the related Council resolution to Metro Vancouver; and
- Request that staff arrange a workshop session involving City Council and appropriate senior staff from both Surrey and Metro Vancouver to discuss the concerns and comments contained in this report and other matters important to the City of Surrey in the preparation of a revised Regional Growth Strategy and that such a session be organized as soon as possible.

Original signed by
Jean Lamontagne
General Manager
Planning and Development

JM/kms/saw

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December 1, 2009

File No: CR-11-01-RGS-01

Jean Lamontagne, Director
Planning and Development
City of Surrey
14245 56th Avenue
Surrey, BC V3X 3A2

Re: November 2009 Draft Regional Growth Strategy

Dear Mr. *Jean* Lamontagne:

As you are aware, Metro Vancouver has released its latest draft of the Regional Growth Strategy (RGS) for comment early in November 2009. This draft reflects the considerable amount of time and effort that municipal staffs and councils have dedicated to this important regional initiative. We have produced below some specific responses to the comments we received from your municipality during the last round of consultation.

> **Level of Regional Oversight over Municipal Plans and Required Content of Regional Context Statements**

Surrey Council expressed concerns with the increased level of regional oversight and required content proposed by the draft RGS and that implementation would be overly regulatory.

The November 2009 draft of the Regional Growth Strategy has substantially revised RGS content and procedures to provide increased flexibility for municipalities. While fundamental regional goals and strategies (i.e. Urban Containment Boundary) will be administered through the RGS, much of the implementation will occur through municipal Regional Context Statements. This provides municipalities with greater flexibility for policy interpretation and for Board acceptance of Regional Context Statements - requiring only a majority Board vote.

Metro Vancouver has also added a new section to anticipate and establish procedures for housekeeping amendments (See Section F: 6.7.4)

Frequent Transit Development Corridors

Surrey Council does not endorse the transit network as shown in the February draft. Council expressed support for the concept of Frequent Transit Development Corridors, but noted that many of the corridors shown on the RGS map traverse stable residential neighbourhoods. The implementation of these Corridors will need to be carried out over time with substantial local consultation, through detailed local planning processes. Any commitment to higher densities along transit routes and to reduce parking requirements must be accompanied by a commitment to improved transit service levels.

Concentrating growth within Urban Centres and along transit corridors remains a very important element of the growth strategy. The revised RGS draft provides increased flexibility for municipalities by deleting the detailed transit network map, and clarifying the municipal role in identifying the locations and development policies for Frequent Transit Development Corridors (in consultation with TransLink and Metro Vancouver) within Regional Context Statements. In accordance with the provision of frequent transit services in these corridors municipalities will be expected to provide corresponding policies for reduced parking requirements (See Action 1.2.3 (c iv)).

Industrial and Mixed Employment Designations

Surrey Council expressed several issues with Industrial lands designations and policies. The first was that the February draft RGS did not appear to identify any new supply of industrial land or to adequately protect industrial land in all parts of the region.

The revised RGS draft does not intend to identify municipal lands for conversion to industrial use. However, the revised draft does include policies to guide municipalities considering future conversion to industrial lands adjacent to the Urban Containment Boundary.

The second issue was that the RGS Industrial designation is usurping the land use planning authority of local governments. Surrey recommended against distinguishing between Industrial and Industrial /Commercial lands in a regional plan, as any changes in these designations would require a Regional Context Statement amendment and Metro Board approval.

The retention of Industrial lands and minimizing dispersed commercial development are significant regional planning concerns in supporting the regional economy, the development of Urban Centres and efficient transit services. Regional Context Statements will have flexibility to identify locations and interpret development policies for the Industrial and Mixed Employment designations. Subsequent amendments to those designations would require only a majority Metro Board acceptance of the Regional Context Statement. (Section D and Strategy 2.2).

In a letter from Surrey staff dated August 21, 2009, staff expressed the need to consider the implications of the RGS Industrial and Mixed Employment designations in relation to Surrey's OCP and would not be comfortable forwarding Mixed Employment designations locations to Metro Vancouver for the current draft RGS. Surrey staff had understood these distinctions would be identified within the Regional Context Statement process.

The current RGS shows all Surrey's OCP designated Industrial land as Industrial. However, Metro Vancouver requests that Surrey recommend appropriate Mixed Employment areas during the current draft RGS review period if possible.

Rural Areas

Surrey Council expressed concern that the RGS Rural designation may limit the reasonable development of Hazelmere uplands and south Campbell Heights. Additionally, it was noted that the Hazelmere Golf Course lands are not designated in this draft.

The intent for Rural areas is to generally maintain a rural character and to inhibit development that requires the provision of regional sewer treatment services (See Strategy 1.3). The Hazelmere Golf Course townhouse residential area has been included as General Urban and within the Urban Containment Boundary.

Conservation and Recreation Designation

Surrey Council requested clarification of the Conservation and Recreation policy to specify that appropriate outdoor and indoor recreation activities and facilities be allowed, and to ensure that major parks which have component recreation facilities can remain within this designation. It was also noted that the Regional Greenways Network has been removed from the February draft and should be re-instated.

The Conservation and Recreation policies have been amended to clarify that municipalities will interpret appropriate uses within the Conservation and Recreation areas based upon guidelines within the Regional Growth Strategy. The intent of the designation and associated policies is to maintain the region's major natural assets, parks and recreation areas, while at the same time not precluding the municipality from accommodating both outdoor and indoor activities. The new policy wording achieves this while allowing for flexibility at the local level.

The Regional Recreational Greenways Network has been included in the November draft Strategy as Figure 5.

During the draft RGS process Surrey Council had requested specific additions and deletions to lands in Conservation and Recreation designation. All revisions have been incorporated into the current RGS draft.

Affordable Housing

Surrey Council requested further work with regard to housing demand estimates, which appear to impose high expectations with regard to the ability of municipalities to affect the provision of affordable rental housing.

The RGS housing demand estimates are based on projected growth for the municipality, and are consistent with demand estimates prepared by Canada Mortgage and Housing Corporation. The estimates include rental and ownership demand and the increase in affordable housing demand corresponding to future growth. It is recognized that municipalities are limited in the types of actions they can take to respond to specific needs of households at the low end of the housing and income continuum, and that increased funding from other levels of government is required if these needs are to be met. These concerns have been reflected in RGS action requests for other levels of government. The RGS estimates provide a scope of future demand to guide municipalities in preparing housing policies and Regional Context Statements, and to assist in future provision initiatives.

Municipal Finances

Surrey Council stated that creative reform of municipal finances and revenue sources available to municipalities, and how this could influence development decisions, has not been adequately addressed in the draft RGS. Council also noted the draft RGS does not contain policy direction in relation to creating a more balanced assessment base at the municipal level and a more equitable distribution of jobs to population by sub-region.

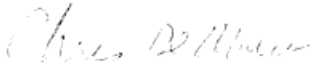
The RGS prescribes Metro Vancouver's role to investigate fiscal measures designed to attract investment and jobs to the region and to address municipal tax base inequities. Metro Vancouver will also work with the province and municipalities to investigate industrial tax rates and policies that support the continued use of Industrial areas for industrial purposes.

November 2009 Draft Regional Strategy

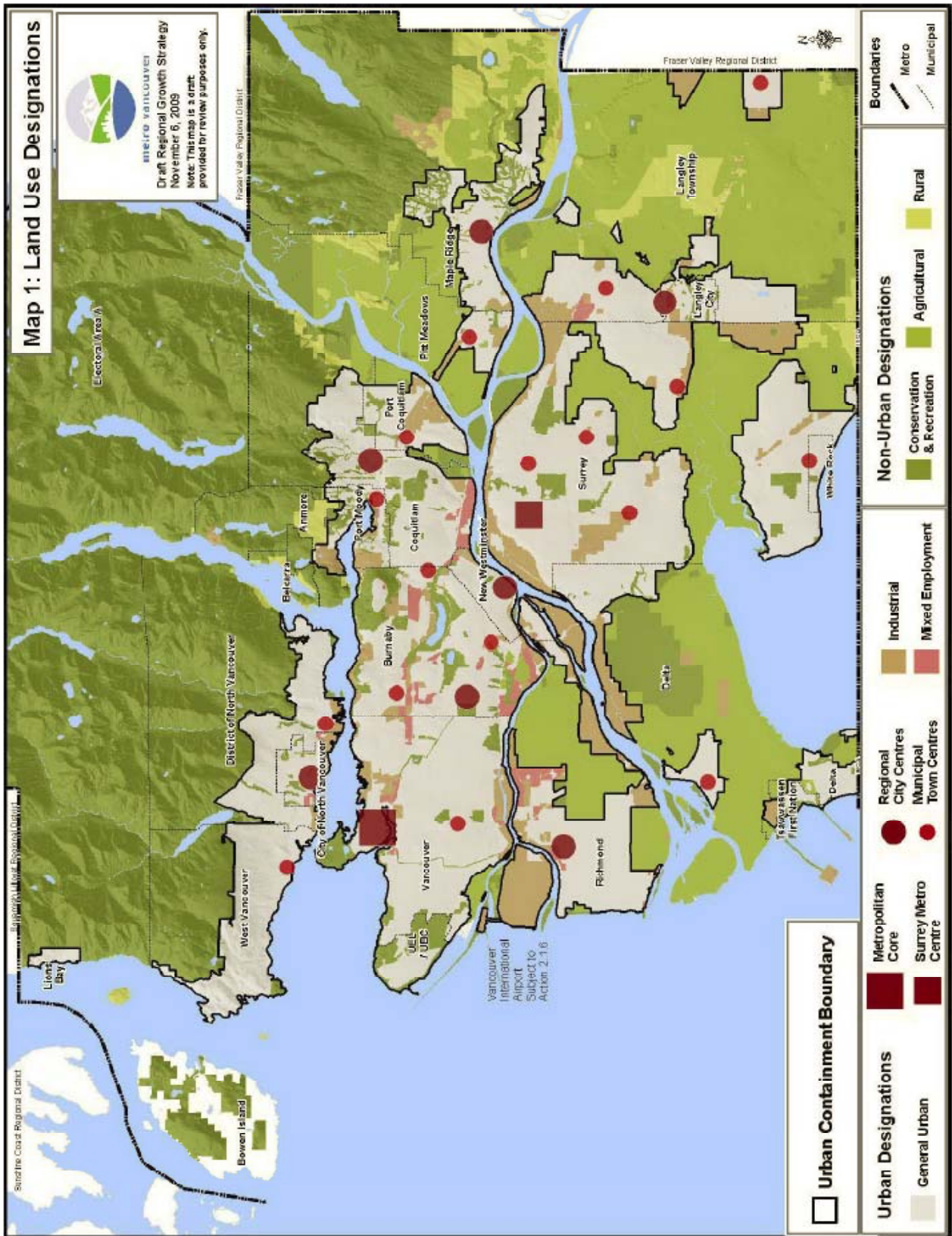
Jean Lamontagne, Director of Planning and Development
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A letter was sent to your Mayor and Council with copies of the draft RGS and a request for comments by January 29, 2010. If your Council would like us to make a presentation on the latest draft we would be pleased to do this. I hope this letter has clarified the issues raised by your municipality and if you have any further questions please do not hesitate to contact me at 604-436-6850 or Christina.demarco@metrovancover.org

Yours truly,



Christina DeMarco,
Regional Development Division Manager
CD/JS/eg



An Explanation of the Metro Vancouver Board's Weighted Voting System

The Metro Vancouver Board is made up of 21 municipalities, as well as Electoral Area A and the Tsawwassen First Nation. It makes its decisions on the basis of a "weighted vote". The number of votes and the number of directors appointed to the Board by each member is linked to the population of the municipality, electoral district or first nation.

Each municipality has one vote for the first 20,000 population or part thereof, plus an additional vote for each 20,000 people. Each municipality may appoint one director for each 100,000 population and each director has a maximum of 5 votes. There are currently 37 Metro Vancouver Board Directors controlling a total of 118 votes. The number of votes that each director has ranges from one to five votes.

Surrey's four directors each have five votes for a total of 20 votes.

The votes by the Region's other municipalities at the Metro Vancouver Board are documented in the following table:

Electoral District A, the Tsawwassen First Nation and Anmore, Belcarra, Bowen Island, Lions Bay, Pitt Meadows and White Rock	1 vote
Langley City and Port Moody	2 votes
New Westminster, North Vancouver City, Port Coquitlam and West Vancouver	3 votes
Maple Ridge	4 votes
Delta, Langley Township and North Vancouver District	5 votes
Coquitlam	6 votes
Richmond	9 votes
Burnaby	11 votes
Surrey	20 votes
Vancouver	29 votes
TOTAL	118 votes

Resolution 10-91

Item No. R010 - Comments on the November 2009 Draft "Metro 2040 - Shaping Our Future" - Draft Regional Growth Strategy
File: 0450-01

The General Manager, Planning and Development submitted a report to:

- Summarize the *Local Government Act's* requirements for the RGS and its relationship to municipal Regional Context Statements;
- Provide an overview of the current draft RGS, with a focus on how Surrey's comments on the February 2009 draft of the RGS have been addressed;
- Recommend the inclusion of preliminary maps identifying lands in Surrey for "Industrial" and "Mixed Employment" designation in the next draft of the RGS (Appendix "A");
- Recommend the inclusion of three "Special Study Areas" in the next draft of the RGS (Appendix "B");
- Provide an overview of the proposed approval process for revisions to Surrey's Regional Context Statement, including an outline of the proposed relationship between the new RGS and municipal Official Community Plans ("OCP") and Regional Context Statements; and
- Recommend a response to the draft RGS in advance of the introduction of by-laws and public hearing.

The General Manager, Planning and Development was recommending approval of the recommendations outlined in his report.

It was Moved by Councillor Villeneuve

Seconded by Councillor Gill

That Council:

1. Receive Corporate Report R010 as information; and
2. Authorize the City Clerk to forward to Metro Vancouver a copy of Corporate Report R010, the maps of Surrey's Industrial/Employment Areas and Special Study Areas, which are attached as Appendices "A" and "B" to this report and Council's resolution related to this report, as Surrey's comments on the November 2009 draft of the Regional Growth Strategy.

RES.R10-91 Carried