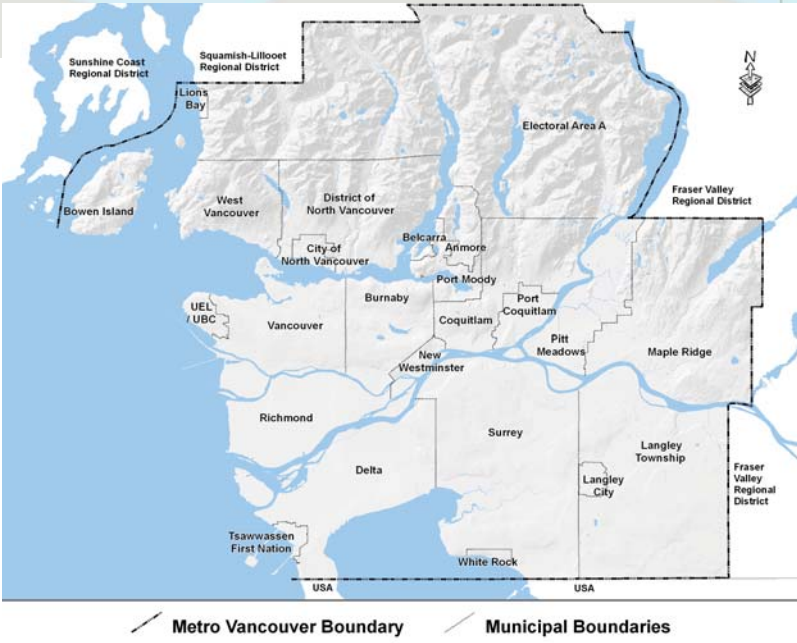


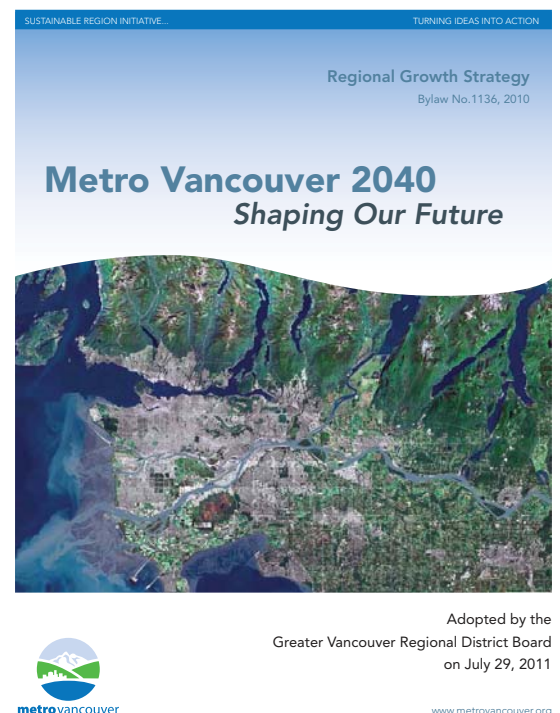
Welcome

Place a dot
where you
live



What Is The Regional Growth Strategy?

The Regional Growth Strategy (RGS) looks out to 2040 and provides a framework on how to accommodate the 1.2 million people and 600,000 new jobs that are expected to come to Metro Vancouver in the next 30 years. It was adopted by the Metro Vancouver Board on July 29th, 2011, after being unanimously accepted by all local governments in the region.



What Is The Regional Context Statement?

The Regional Context Statement demonstrates how the City's existing plans and policies support the goals, strategies and actions identified in the RGS.

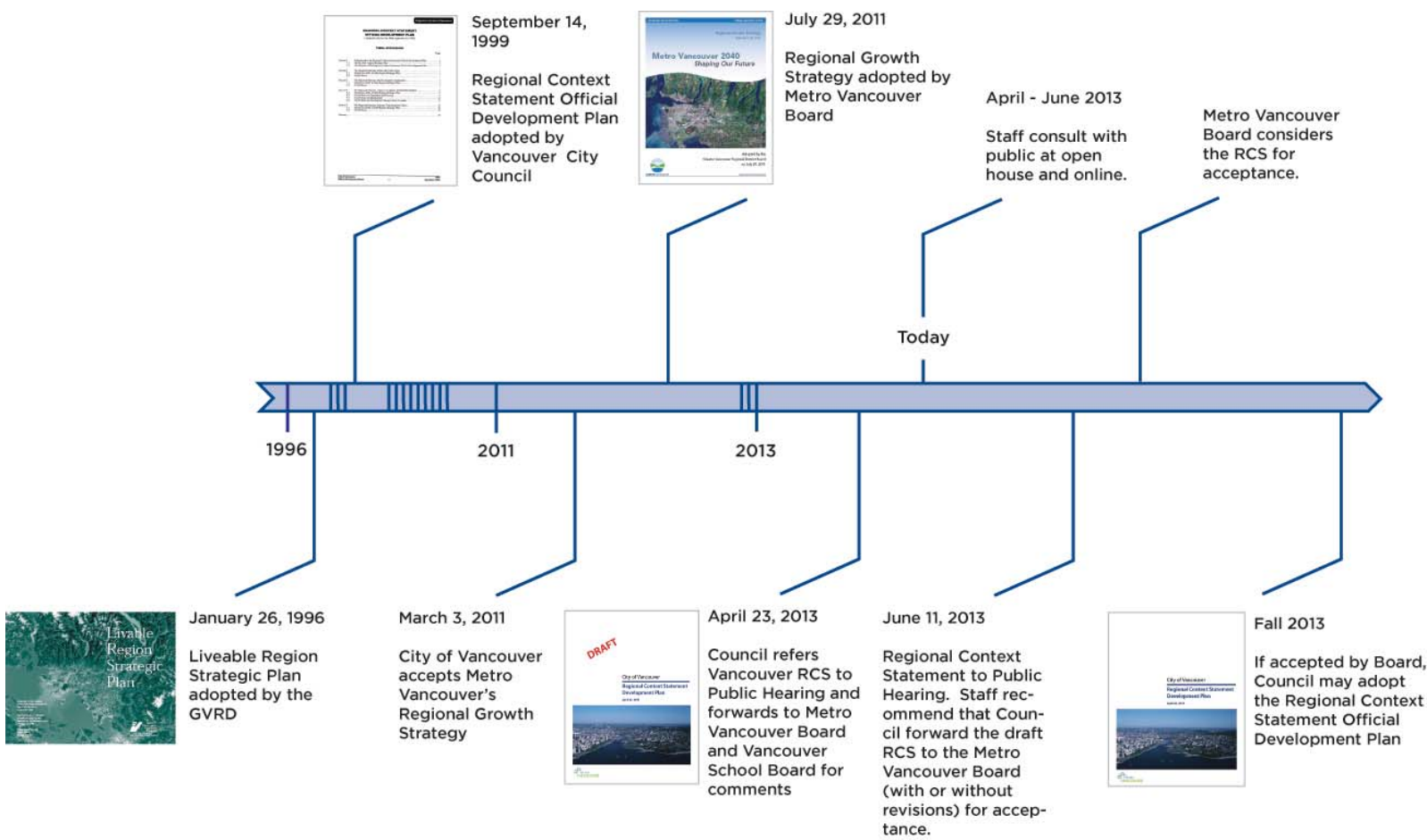
The RCS also includes population, dwelling and employment projections that show Vancouver's share of regional growth projections.

If applicable, the RCS must also show how the City's plans and policies will be made consistent with the RGS over time.

All municipalities in Metro Vancouver are required to submit a Regional Context Statement (RCS) by July 29, 2013.



Timeline



What do we want to learn from you?

We are seeking your comments on how the City's current plans and policies support the goals and strategies in the Regional Growth Strategy.

Regional Growth Strategy

Goals and Objectives



Metro Vancouver’s Regional Growth Strategy (RGS) is organized along five key inter-connected goals that provide a sustainability framework to accommodate the additional 1.2 million people and 600,000 jobs that are expected in the region by 2041.



Goal 1 Create a Compact Urban Area

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



Goal 2 Support a Sustainable Economy

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



Goal 3 Protect the Environment and Respond to Climate Change Impacts

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



Goal 4 Develop Complete Communities

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



Goal 5 Support Sustainable Transportation Choices

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

Regional Growth Strategy: Goals and Objectives



The Draft Regional Context Statement identifies how Vancouver’s existing plans and policies support the goals of the Regional Growth Strategy.



Goal 1 Create a Compact Urban Area

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



Goal 2 Support a Sustainable Economy

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



Goal 3 Protect the Environment and Respond to Climate Change Impacts

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



Goal 4 Develop Complete Communities

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



Goal 5 Support Sustainable Transportation Choices

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



Regional Context Statement:

City of Vancouver Plans and Policies



The Draft Regional Context Statement identifies how Vancouver’s existing plans and polices support the goals of the Regional Growth Strategy.

Goal 1 Create a Compact Urban Area

The following plans and policies focus growth in Urban Centres and Frequent Transit Development Areas:

- CityPlan
- Central Area Plan
- Cambie Corridor Plan
- Oakridge Centre Policy Statement
- Metro Core Jobs and Economy Plan
- Parking By-law
- Broadway Corridor and Other Rapid Transit Station Areas
- Zoning and Development By-law
- Transportation 2040
- Industrial Lands Policies
- Greenest City 2020 Action Plan
- EcoCity Policies for Greener Larger Sites
- Energy Utility System By-Law

Goal 2 Support a Sustainable Economy

The following plans and policies promote land development patterns that support a diverse regional economy and protect the supply of industrial and agricultural lands:

- Vancouver Economic Action Strategy
- EcoDensity Charter
- CityPlan
- Metro Core Jobs and Economy Land Use Plan
- Oakridge Centre Policy Statement
- Cambie Corridor Plan
- Industrial Lands Policies
- Rezoning Policy for the CBD
- Transfer of Heritage Density
- General Policy for Higher Buildings
- Zoning and Development By-law
- Large Format Area Rezoning Policies and Guidelines: Marine Drive Industrial Area
- Grandview Boundary Mixed Employment Area Rezoning & Development Policies And Guidelines
- False Creek Flats Rezoning Policy: Additional General Office Use in “High Technology” Districts
- Grandview Boundary Mixed Employment Area Rezoning & Development Policies and Guidelines
- Burrard Slopes IC Districts Interim Rezoning Policies and Guidelines
- Greenest City Action Plan
- Agricultural Land Reserve Policies
- Southlands Plan, Policies and Guidelines
- Vancouver Food Strategy
- Farmers' Market Policies
- Vancouver Food Charter

Goal 3 Protect the Environment and Respond to Climate Change Impacts

The following plans and policies protect conservation and recreation lands, enhance natural features and their connectivity, reduce energy consumption and greenhouse gas emissions, improve air quality and improve the ability to withstand climate change impacts:

- Greenest City 2020 Action Plan
- Park Board Strategic Plan
- CityPlan
- Greenways Plan
- Stanley Park Ecological Action Plan
- Greenest City Quickstart Recommendations
- Still Creek Enhancement Plan
- Fraser River and Burrard Inlet Waterfront Policies and Guidelines
- Integrated Stormwater Management Plan
- Sewer Separation Plan
- Greenhouse Gas Emission Reduction ODP
- Corporate Climate Change Action Plan
- Passive Design Toolkit
- Electric Vehicle Charging
- Green Buildings Program
- Southeast False Creek NEU
- Transportation 2040
- Flood Proofing Policies
- Climate Change Adaptation Strategy

Goal 4 Develop Complete Communities

The following plans and policies provide diverse and affordable housing options and develop healthy and complete communities:

- Housing and Homelessness Strategy
- Mayor’s Task Force on Affordable Housing: Final Report
- Cambie Corridor Plan
- EcoDensity Charter
- CityPlan
- Community Plans
- Neighbourhood Centres
- Downtown Eastside Housing Plan
- Zoning and Development By-law
- Affordable Housing Strategies
- Supportive Housing Sites
- Rental 100: Secured Market Rental Housing Policy
- Interim Rezoning Policy for Increasing Affordable Housing Choices
- Rental Housing Stock Official Development Plan
- Single Room Accommodation (SRA) By-law
- Affordable Housing in New Neighbourhoods Policy
- Greenest City 2020 Action Plan
- Healthy City Strategy
- Central Area Plan
- Park Board Strategic Plan
- Culture Plan for Vancouver
- Vancouver Food Strategy
- Vancouver Food Charter
- Farmers' Market Policy
- Urban Agricultural Guidelines for the Private Realm
- Park Board Community Garden Policy
- Transportation 2040
- Bicycle Plan
- Greenways Plan
- Enhanced Accessibility Guidelines
- Accessible Street Design Guidelines

Goal 5 Support Sustainable Transportation Choices

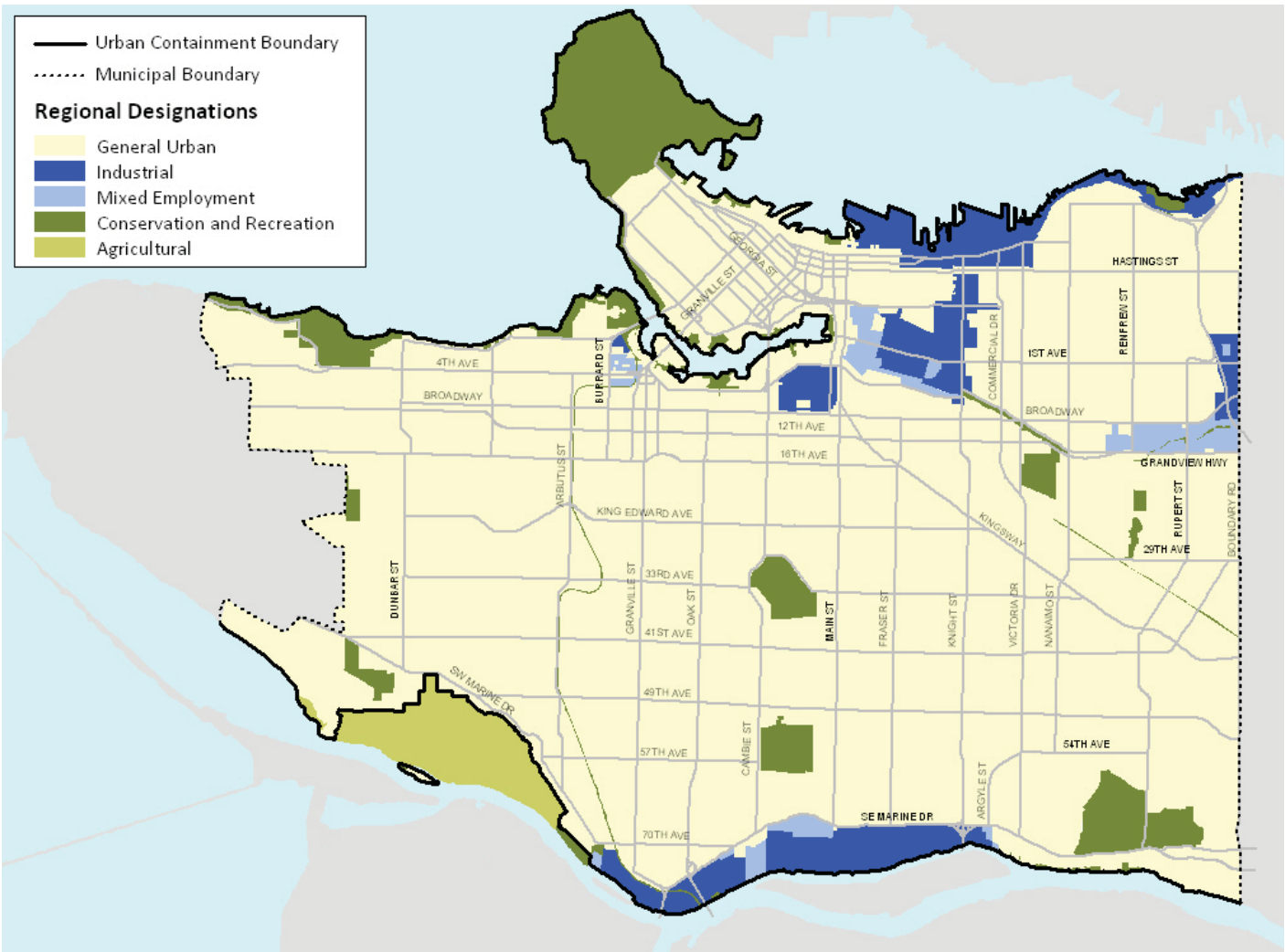
The following plans and policies coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking and support the safe and efficient movement of vehicles:

- Transportation 2040
- Greenest City 2020 Action Plan
- Cambie Corridor Plan
- EcoDensity Charter
- Metro Core Jobs and Economy Plan
- Bicycle Plan
- CityPlan
- Greenways Plan
- Central Area Plan
- Community Plans
- Major Road Network Administrative Report
- Industrial Lands Policies
- Powell Street Overpass Project

Land Use Designations

Regional Designations

The boundaries for the regional land use designations in the City of Vancouver are shown on the map to the right.



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.

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.

Mixed Employment:

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

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.

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.

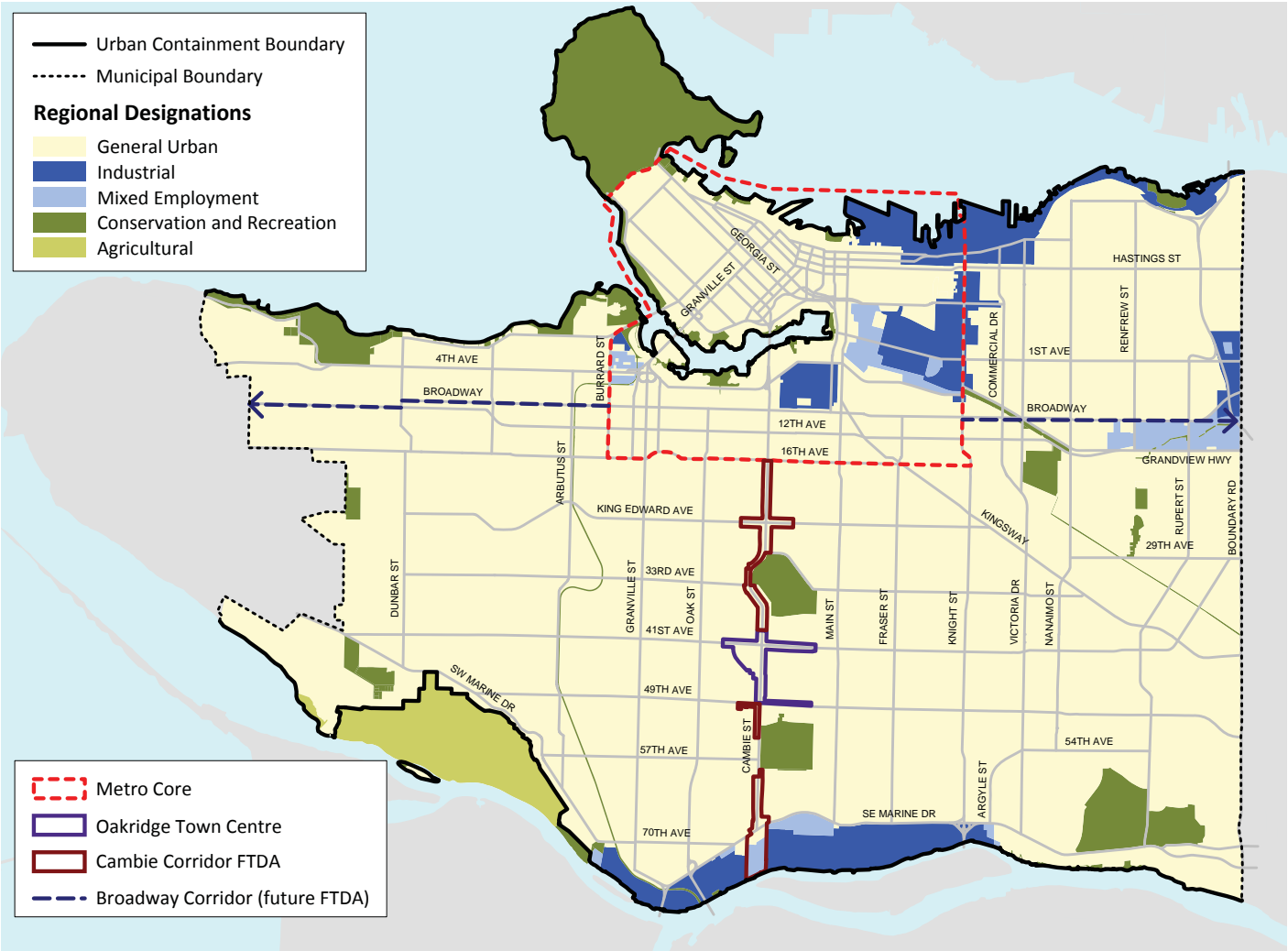
Agricultural:

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.

Land Use Designation	Acres	Hectares	%
General Urban	23,687	9,586	82%
Industrial	1,650	668	6%
Mixed Employment	444	180	2%
Conservation and Recreation	2,330	943	8%
Agricultural	691	279	2%
TOTAL	28,801	11,656	100%

Regional Overlays

The boundaries for regional land use overlays have been added to the land use map on the right.



Metro Core:

- The Region's downtown
- Includes the downtown peninsula plus the lands bounded by Burrard Street, 16th Avenue and Clark Drive
- The principal business, employment, cultural and entertainment location for the region
- The highest population and employment densities in the region
- Includes large portion of Broadway Corridor

Oakridge Town Centre:

- Located along Cambie Street from 39th Avenue to 49th Avenue (Cambie Corridor Phase 2)
- Well served by rapid transit (Canada Line and 41st Avenue bus)
- Includes high to medium density and includes focus on community and cultural activity
- Provides a range of business and commercial services to Vancouver residents

Cambie Corridor Frequent Transit Development Area (FTDA)

- New concept in Regional Growth Strategy
- Focus higher density growth at appropriate locations along the Frequent Transit Network
- Aligns planned density and growth with transit
- Identified as the Cambie Corridor Phase 2 area (outside of the Oakridge Municipal Town Centre)

Broadway Corridor (future FTDA)

Pending a decision on transit service, a planning program will be launched for the Broadway Corridor that seeks to coordinate with the investment in transit. In consultation with the community and Council, a planning area will be identified and pending completion of the planning work, it is expected that the area will be identified as a FTDA.

Metro Vancouver’s Guidelines for Urban Centres and Frequent Transit Development Areas

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

How Do We Calculate Our Population Projections?

Two approaches were used to project Vancouver’s future population and dwelling units:

- Demographic Model Approach:

The first approach is demand based and uses a demographic model that takes into account trends in aging, fertility rates (1.48 children born per woman during her lifetime), and mortality rates (life expectancy of 84 years for males and 87 years for females). The trends are combined with demographic changes that would occur within the City’s existing population and the future levels of births, deaths, and migration to project Vancouver’s population to 765,000 at 2041.

- Development Capacity Approach:

The second approach is supply based and forecasts the development capacity of the City, or how much new housing could be constructed to 2041. It is based on actual rates of development experienced in each Planning Area to determine the amount of floor space that can be developed (e.g. one percent of land parcels redevelops in Single Family zones and 230 units of laneway houses develop per year). The method also takes into account constraints in identifying redevelopment sites and reflects existing City land use policy in addition to current zoning (e.g. rate of change policy in Apartment zones). The population capacity is determined using an estimated floor space per person and projects Vancouver’s population to 788,000 at 2041.

How Do We Calculate Our Employment Projections?

Employment projections are based on the existing City land use policies for employment and industrial areas and forecast the amount of job space that can be constructed to 2041. It is based on actual rates of development and the employment capacity is determined by using an estimated floor space per employee and projects Vancouver’s employment to 505,000 at 2041.

Total Population, Dwelling Unit and Employment Projections

Vancouver	2006	2021	2031	2041*
Population	601,200	685,000	725,000	765,000
Dwelling Units	264,500	309,000	336,000	362,000
Employment	393,000	445,600	477,000	505,000

* Under a high regional growth scenario, the 2041 projections for Vancouver would increase to 788,000 people and 373,000 dwellings. Employment projections would remain the same.

Dwelling Unit Projections for Urban Centres and Frequent Transit Development Areas

Dwelling Units	2006	2021	2031	2041	2006-2041
Metro Core	94,100	117,400	128,600	139,800	45,700
Oakridge Centre	500	2,300	3,200	4,100	3,600
Cambie Corridor	1,200	2,300	2,900	3,500	2,300
All Other Areas	168,700	187,000	201,300	214,600	45,900
Vancouver Total	264,500	309,000	336,000	362,000	97,500

Employment Projections for Urban Centres and Frequent Transit Development Areas

Employment	2006	2021	2031	2041	2006-2041
Metro Core	255,600	291,700	313,300	332,600	77,000
Oakridge Centre	3,600	4,600	5,200	5,800	2,200
Cambie Corridor	2,200	3,700	4,600	5,500	3,300
All Other Areas	131,600	145,600	153,900	161,100	29,500
Vancouver Total	393,000	445,600	477,000	505,000	112,000

Why don’t we use the existing zoned capacity to calculate future population?

The zoned capacity is the theoretical “build-out calculation” and assumes that the maximum residential floor space could be built on each site based on existing zoning. This method has no time constraints and over-estimates likely development - not every land parcel will redevelop to its maximum density for residential-only purposes. For example zoned capacity would assume all single family lots would redevelop with a laneway house and choice of use areas like St. Paul’s Hospital in Downtown would redevelop with residential only. Zoned capacity ignores existing City land use policies such as the Cambie Corridor Plan and the Little Mountain Policy which overlay existing zoning to allow individual sites to come forward for rezoning to match the policies as laid out in the respective plans. Zoned capacity also ignores policies for the retention and protection of heritage and Single Room Occupancy hotels (SROs).

Greenways



CITY OF

10

VANCOUVER

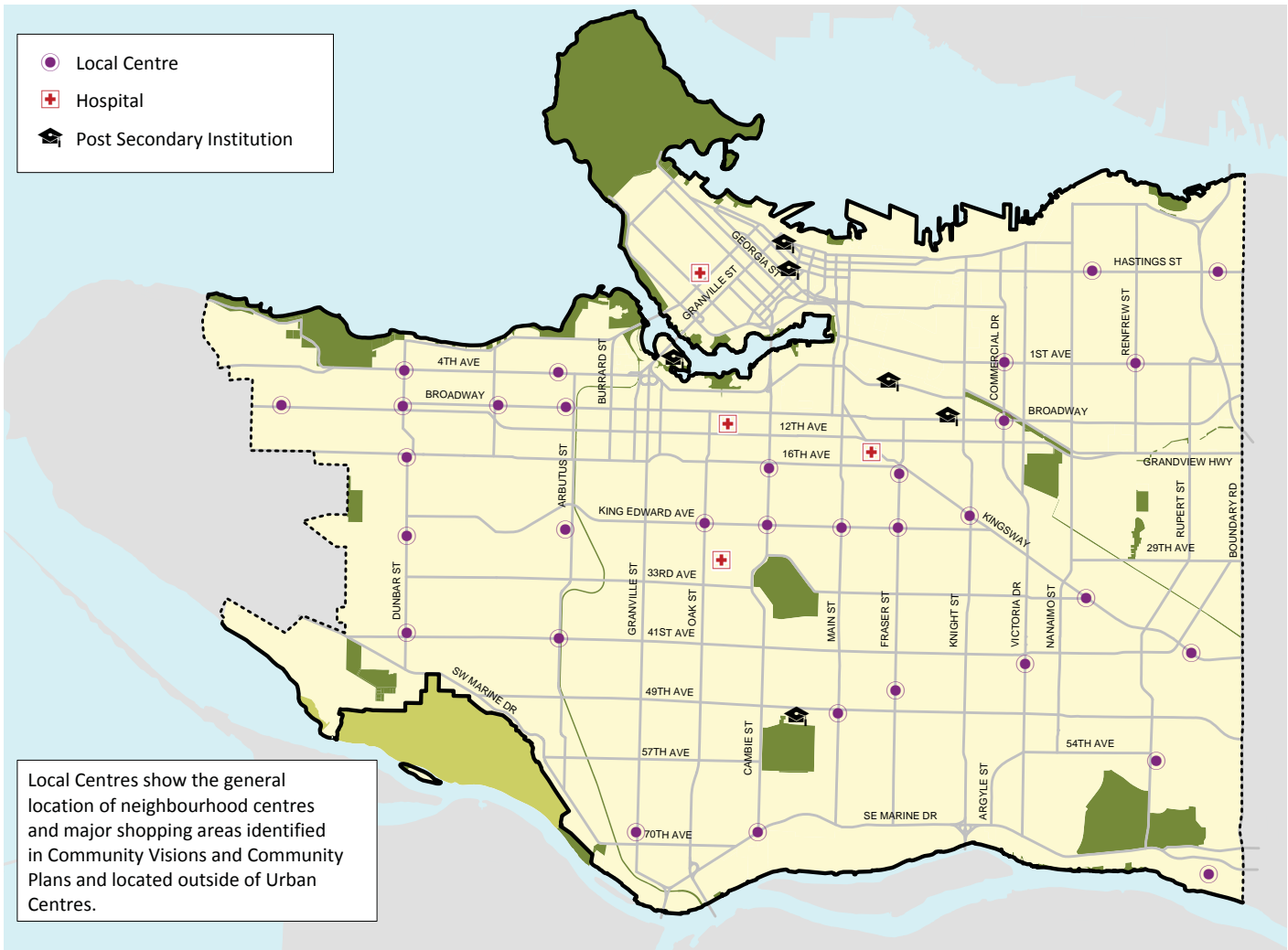
The Vancouver Greenways Map identifies City and Neighbourhood Greenways as important destinations and create a network that covers the entire City. The Greenways extend water-front routes, provide a variety of routes that cross the City, and connect into the Regional Recreation Greenway Network. These are based on existing Council approved routes.



Local Centres, Frequent Transit Networks

Local Centres

Local Centres provide a mix of housing types, local-serving commercial activities and good access to transit. These are based on existing Council approved policy.



Frequent Transit Network

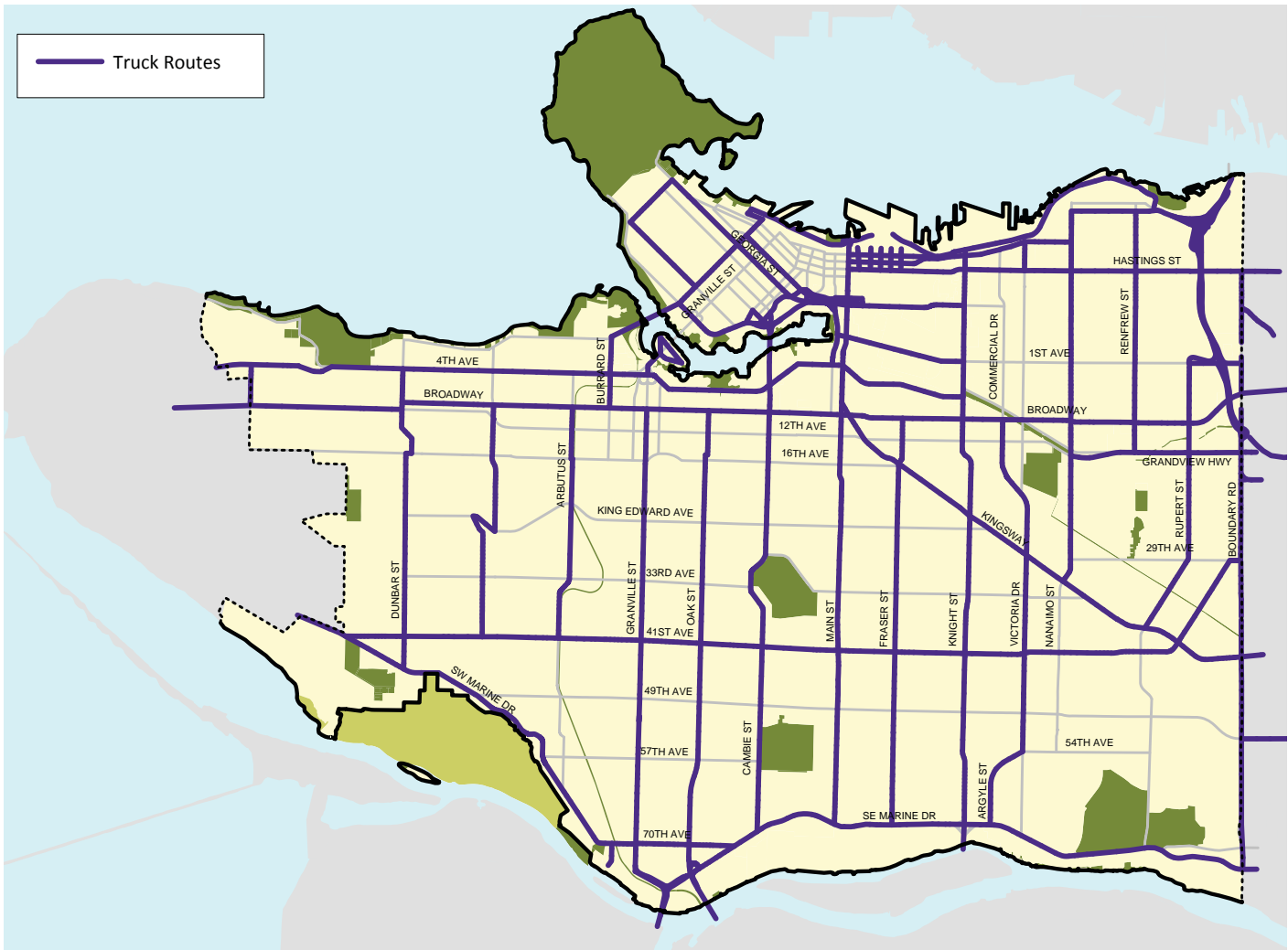
TransLink's Frequent Transit Network is a part of the regional transit system that provides frequent, reliable transit service on designated corridors throughout the day, every day.

The Frequent Transit Network comprises a family of services, including rapid transit (busways/rail) and frequent local and limited stop transit services.



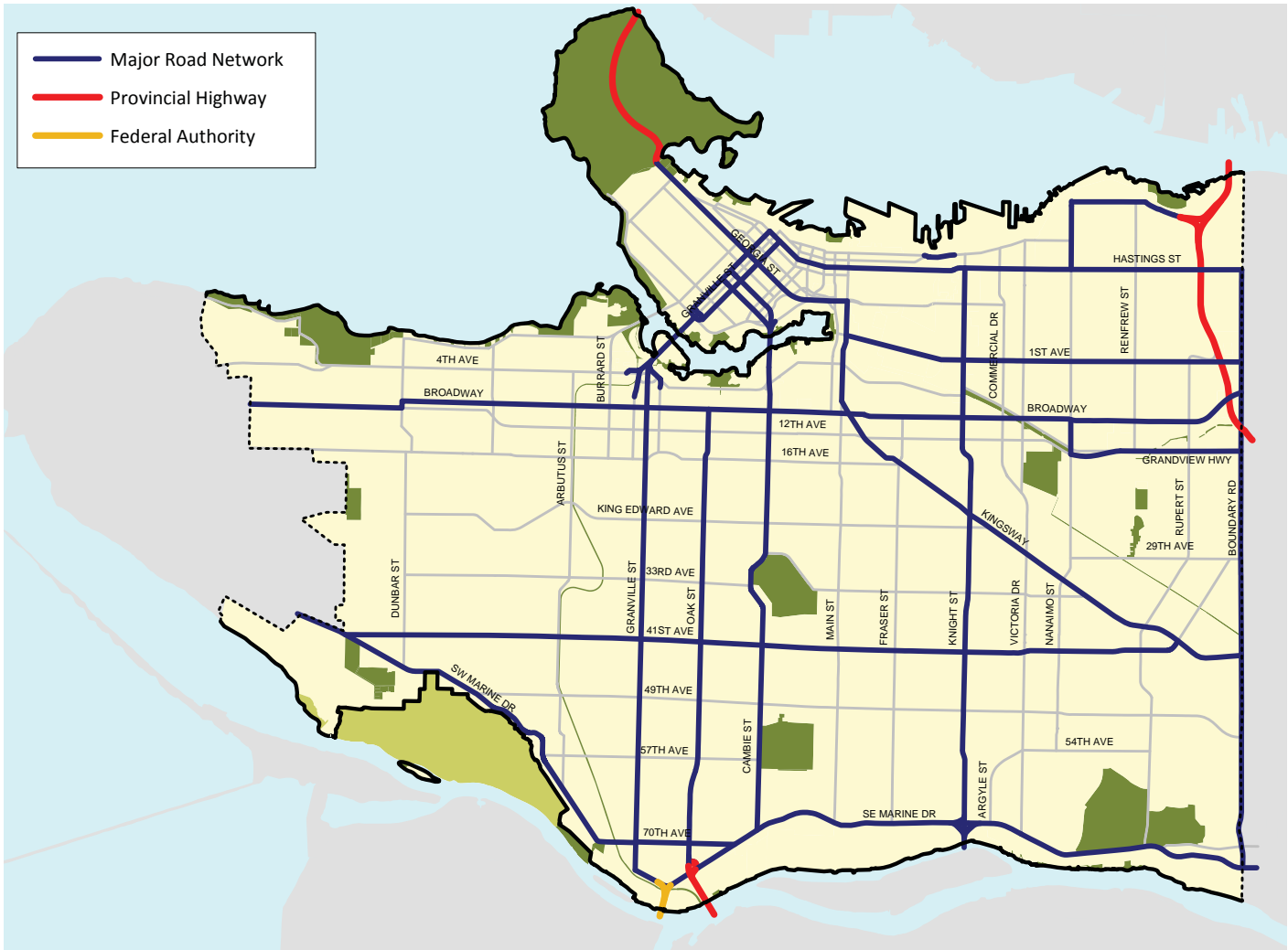
Goods and Services

The map identifies routes 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. These are based on existing Council approved routes.



Major Road Network

The Major Road Network (MRN) is a designated network of arterial streets that are of particular significance to regional transportation for supporting goods movement, transit services, and traffic movement. The network spans Metro Vancouver and is jointly managed and maintained by TransLink and the municipalities.



You may provide your comments:



City web site at: vancouver.ca/home-property-development/regional-context-statement.aspx



Online at the Open House



Comment sheet at the Open House



Directly to Mayor and Council at: vancouver.ca/publichearings

What are the next steps?

- Your comments will be provided to Council at the Public Hearing on June 11, 2013.
- Metro Vancouver Board considers the Regional Context Statement for acceptance.
- If accepted by the Metro Vancouver Board, Council may adopt the Regional Context Statement Official Development Plan.