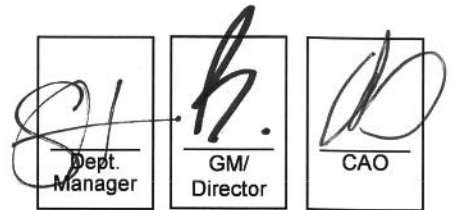


AGENDA INFORMATION	
<input checked="" type="checkbox"/> Committee of the Whole	Date: <u>Jan. 27. '14.</u>
<input type="checkbox"/> Finance & Audit	Date: _____
<input type="checkbox"/> Advisory Oversight	Date: _____
<input type="checkbox"/> Other:	Date: _____



## The District of North Vancouver REPORT TO COMMITTEE

January 16, 2014  
File:

**AUTHOR:** Susan Haid – Manager, Sustainable Community Development  
David Hawkins – Policy Planner

**SUBJECT:** Update of OCP Regional Context Statement

**RECOMMENDATION:**

THAT the Committee of the Whole provide comments on the draft updated Regional Context Statement outlined in this report; and

THAT the Committee of Whole recommend to Council:

THAT staff prepare the bylaw for amending the Regional Context Statement and forward it to Council for consideration

**REASON FOR REPORT:**

To gain feedback on the update of the OCP Regional Context Statement at the Council Committee of Whole meeting, January 27, 2014. Metro Vancouver staff will also attend this meeting to assist in the discussion and respond to potential questions pertaining to the Regional Growth Strategy (RGS).

**SUMMARY:**

The update of the Regional Context Statement is predominantly an administrative or housekeeping matter to recognize the RGS's adoption and the rescinding of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council. The District's OCP was adopted in June, 2011 just prior to the Metro Board's acceptance of the new Regional Growth Strategy in July, 2011. As such, the Regional Context Statement in the OCP recognizes the status of both regional plans at that time.

Under the *Local Government Act*, Municipal OCP's are required to have Regional Context Statements to identify how the OCP is generally consistent with or working towards consistency of the Regional Growth Strategy for their area. The District's Regional Context Statement needs to be updated to reflect the adoption of the RGS.

Overall, there are no changes to the OCP policies associated with this Regional Context Statement update. The update to the Regional Context Statement primarily:

- removes references to the former Livable Region Strategic Plan
- further articulates how the OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as approved by TransLink)
- references OCP implementation plans approved by Council as key means to advance regional goals in the context of the District (Town and Village Centre implementation plans, Transportation Plan, Parks and Open Space Strategic Plan)
- references new Development Permit Areas for the Natural Environment and for Natural Hazards in support of regional goals.

**BACKGROUND:**

The OCP was adopted by Council in June, 2011. It contains a Regional Context Statement that identifies the relationship and general consistency of the OCP with the Regional Growth Strategy for Metro Vancouver as required under Section 866 of the *Local Government Act*. At the time of the OCP adoption, a new RGS was in the process of being considered for acceptance by municipalities in the Region. It was subsequently accepted by all municipalities and the Metro Vancouver Board in July 2011. Due to this transition period whereby the previous regional plan, the Livable Region Strategy Plan, was in force and the new RGS was about to be adopted, the District's Regional Context Statement necessarily related to both regional plans. This Regional Context Statement, which was approved by Council and accepted by the Metro Board at the time, is contained as Schedule C within the OCP (see: <http://identity.dnv.org/article.asp?c=1149> )

With adoption of the new RGS in July 2011, the Livable Region Strategic Plan was rescinded. Municipalities are required to submit an updated Regional Context Statement that identifies how the OCP is generally consistent with the RGS. Regional Context Statements must be approved by Council and accepted by the Metro Board (per *Local Government Act, Section 866*). The District's Regional Context Statement has been updated to remove references to the former Livable Region Strategic Plan, show the relationship to RGS policies more clearly in several areas, and refer to District OCP implementation policies subsequently approved by Council to further show how OCP actions support regional goals.

The District's OCP strongly recognized and related to the emerging RGS goals at the time it was developed. Our Regional Context Statement was acknowledged at the time as a useful template for municipal Regional Context Statement updates under the new RGS. The current update of the Regional Context Statement is largely a plan administration or 'housekeeping' matter. No Council adopted OCP policies need to be amended to achieve general consistency with the RGS. It is only the previous Regional Context Statement (Schedule C) that needs amending for administrative purposes.

District staff have worked with staff at Metro Vancouver as well as TransLink to prepare the draft update to the District's Regional Context Statement. Council feedback is sought at this time. Following Council feedback and any further refinements, the updated Regional Context Statement will be forwarded as an amending bylaw to the OCP for Council consideration. Once the amending bylaw has received public hearing, it is submitted to the Metro Board for consideration of acceptance.

**EXISTING POLICY:**

The District's Official Community Plan, Bylaw 7900, adopted by Council June 27, 2011, contains a Regional Context Statement (Schedule C, pp. 134 – 158) that identifies how the OCP is generally consistent with the Livable Region Strategic Plan 1996 (now rescinded) and the (about to be adopted) Metro Vancouver Regional Growth Strategy. The existing Regional Context Statement was accepted by the Metro Board In June, 2011.

The Regional Growth Strategy, Bylaw 1136, Metro Vancouver 2040, Shaping our Future, was accepted by the Metro Vancouver Board on July 29, 2011. All member municipalities in the Metro Region ultimately approved the RGS prior to its acceptance by the Board (District Council accepted the RGS in March, 2011).

The Local Government Act, Section 866, requires that OCPs include a Regional Context Statement that identifies how the OCP is generally consistent with the RGS and where necessary, how the OCP will work towards consistency over time.

Metro Vancouver has prepared and the Board has endorsed a guidebook for municipalities to prepare updated Regional Context Statements to support the new RGS (available at: [http://public.metrovancouver.org/planning/development/strategy/GrowthStrategyDocs/1136RGS\\_ContextGuide1\\_Mar2a.pdf](http://public.metrovancouver.org/planning/development/strategy/GrowthStrategyDocs/1136RGS_ContextGuide1_Mar2a.pdf) )

**ANALYSIS:**

The updated draft RCS is provided in Attachment 1. The essence of how the OCP is consistent with the five main goals of the RGS is summarized in the Introduction of the updated draft Regional Context Statement (copied below) which is the same as that within the OCP except references to the previous Livable Region Strategic Plan have been removed:

**Introduction**

The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.

Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential

neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in *the 2011 Regional Growth Strategy*.

### **Compact Growth Management**

*Metro Vancouver 2040: Shaping our Future* Goal 1: Create a Compact Urban Area

- The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.

### **Sustainable Economy**

*Metro Vancouver 2040: Shaping our Future* Goal 2: Support a Sustainable Economy

- The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.

### **The Natural Environment and Climate Change**

*Metro Vancouver 2040: Shaping our Future* Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts

- The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.

### **Complete Communities**

*Metro Vancouver 2040: Shaping our Future* Goal 4: Develop Complete Communities

- The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.

### **Transportation Choice**

*Metro Vancouver 2040: Shaping our Future* Goal 5: Support Sustainable Transportation Choices

- The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.

Remaining updates are summarized in the table below with those sections of the updated draft regional context statement shown in green italicized text<sup>1</sup> (Attachment 1):

<b>Regional Goal 1: Create a Compact Urban Region</b>	
RGS Strategy	DNV OCP
1.1.3b Population, dwelling unit and employment projections	<ul style="list-style-type: none"> <li>• Additional detail on OCP base numbers and projections for dwelling units, employment and population</li> <li>• As RGS projections to 2041 are beyond the OCP planning horizon, the District will work towards consistency with RGS projections to 2041 in subsequent OCP reviews</li> </ul>
1.2.6a dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas	<ul style="list-style-type: none"> <li>• Additional detail on OCP projections for centres</li> <li>• Reference to implementation plans for centres including Lynn Valley predominantly as a low-medium rise centre and Lower Lynn with high rise and higher density forms</li> <li>• District's intention to seek an RGS amendment in the future to add Lower Lynn as a Municipal Town Centre (from the current designation as a Frequent Transit Development Area) when development in Lower Lynn has progressed is further highlighted</li> </ul>
1.2.6 b ii Encourage office development in Centres	<ul style="list-style-type: none"> <li>• District's intention to seek an RGS amendment in the future to add Lower Lynn as a Municipal Town Centre (from the current designation as a Frequent Transit Development Area) when development in Lower Lynn has progressed is further highlighted</li> <li>• Reference to Council approved implementation plans for Lower Lynn, Lower Capilano and Lynn Valley to specifically guide form of development, transportation strategies, infrastructure improvements, community amenities and parks and open spaces. Note that Maplewood Village Centre implementation plan will also be prepared.</li> <li>• Specific reference to major office and retail development being focussed to designated Frequent Transit Development Areas (Lower Lynn and Lower Capilano) and Lynn Valley Centre</li> </ul>
1.2.6 b iv- Reduce parking in Centres where appropriate	<ul style="list-style-type: none"> <li>• Reference to centre implementation plan strategies including principles for considering reduced parking</li> </ul>

<sup>1</sup> While staff endeavored to show updated text using the 'track changes' tool, changes typically required multiple iterative refinements and were not legible through this approach. To assist in showing changes, sections or paragraphs where updates have been made within are shown in green, italicized font on the attached draft updated Regional Context Statement.

<p>1.2.6 d iv Exclude non-residential major trip generating uses outside Centres and Frequent Transit Development Areas</p>	<ul style="list-style-type: none"> <li>• Clarification that new non-residential major trip generating uses outside of centres exclude those related to tourism, recreation and education (e.g. Grouse Mountain, Capilano Suspension Bridge, Capilano University)</li> <li>• Further definition and policy guidance regarding major office and retail uses anticipated to occur in subsequent OCP reviews</li> </ul>
<p>13.3 b Limit development in Rural areas</p>	<ul style="list-style-type: none"> <li>• Reference to Rural land use designation not supporting subdivision or intensification or extension of services</li> </ul>
<p><b>Regional Goal 2: Support a Sustainable Economy</b></p>	
<p>2.1.4 b</p>	<ul style="list-style-type: none"> <li>• Reference to Town and Village Centre (Schedule A) policies supporting office and commercial development</li> </ul>
<p><b>Regional Goal 3: Protect the Region’s Environment and Respond to Climate Change Impacts</b></p>	
<p>Introduction</p>	<ul style="list-style-type: none"> <li>• Reference added to the Parks and Open Space Strategic Plan approved by Council and centres implementation plans advancing regional goals regarding parks, environment, integrated stormwater management and green infrastructure</li> </ul>
<p>3.1.4 c - Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p>	<ul style="list-style-type: none"> <li>• Reference to new Development Permit Areas for Natural Environment and Natural Hazards</li> </ul>
<p><b>Regional Goal 4: Develop Complete Communities</b></p>	
<p>4.1.7 a i Articulate the need for housing diversity</p>	<ul style="list-style-type: none"> <li>• Reference to Town and Village Centre housing policies (Schedule A) and strategies in Centres implementation plans</li> </ul>
<p><b>Regional Goal 5: Support Sustainable Transportation Choices</b></p>	
<p>Preamble</p>	<ul style="list-style-type: none"> <li>• Reference to the District’s Transportation Plan as a strategic action plan supporting OCP and regional plan goals</li> </ul>
<p>5.1.6 b- Support transportation system demand management and supply measures</p>	<ul style="list-style-type: none"> <li>• Reference made to Centres Implementation Plans parking strategies</li> </ul>
<p>5.2.3 d Support protection of rail rights of way and waterway access</p>	<ul style="list-style-type: none"> <li>• Reference to OCP Map 2 (Land Use) protecting port uses and Map 5 (Roads and Goods Movement Concept) maintaining rail corridors</li> </ul>

**Timing/Approval Process:**

Updated regional context statements are intended to be prepared within 2 years from the acceptance of the new RGS.

**Concurrence:** Staff across many District departments were closely involved in preparing and reviewing OCP policies and subsequent implementation policies. The Regional Context Statement simply refers to these adopted policies.

**Financial Impacts:**

The update of the Regional Context Statement has no associated financial impacts. The Financial Statement in Section 12.4 of the OCP acknowledges that the “network of centres” concept is anticipated to bring long term financial efficiencies to the operations of the municipality.

**Liability/Risk:**

The updated Regional Context Statement does not involve any changes to policies within the OCP. Staff feel the context statement is generally consistent with the RGS and do not see any liability/ risk issues associated with its update.

**Social Policy Implications:**

See relevant RGS goals and OCP policy consistency noted in the Analysis of this report (p.4)

**Environmental Impact:**

See relevant RGS goals and OCP policy consistency noted in the Analysis of this report (p.4)

**Public Input:**

Extensive public consultation occurred during the OCP process and subsequent OCP implementation planning. Policies referenced in the Regional Context Statement were subject to these consultations. Metro Vancouver also held public consultations on the RGS. The updated Regional Context Statement will be subject to bylaw readings and a public hearing thereby facilitating further public input on this matter.

**Conclusion:**

The update of the Regional Context Statement is predominantly an administrative or housekeeping matter to recognize the RGS’s adoption and the rescinding of the former Livable Region Strategic Plan, which have occurred since the OCP was adopted by Council.

The main updates :

- remove references to the former Livable Region Strategic Plan
- further articulate how OCP policies relate to regional housing, employment and population projections
- acknowledges that as the OCP plans to 2030 and the RGS to 2041, the District will consider and work towards 2041 projections in subsequent OCP reviews
- updates Frequent Transit Development Areas from proposed to designated (as approved by TransLink)
- references new OCP Development Permit Areas and implementation plans as means to advance regional goals.

**Options:**

The Committee of Whole may recommend to Council:

THAT staff prepare the bylaw for amending the Regional Context Statement and forward it to Council for consideration. Alternatively,

The Committee of the Whole may direct staff on an alternate course of action.

Respectfully submitted,



Susah Haid  
Manager, Sustainable Community Development



David Hawkins  
Policy Planner

REVIEWED WITH:		
<input checked="" type="checkbox"/> Sustainable Community Dev. _____	<input type="checkbox"/> Clerk's Office _____	External Agencies:
<input type="checkbox"/> Development Services _____	<input type="checkbox"/> Communications _____	<input type="checkbox"/> Library Board _____
<input type="checkbox"/> Utilities _____	<input type="checkbox"/> Finance _____	<input type="checkbox"/> NS Health _____
<input type="checkbox"/> Engineering Operations _____	<input type="checkbox"/> Fire Services _____	<input type="checkbox"/> RCMP _____
<input type="checkbox"/> Parks & Environment _____	<input type="checkbox"/> ITS _____	<input type="checkbox"/> Recreation Com. _____
<input type="checkbox"/> Economic Development _____	<input type="checkbox"/> Solicitor _____	<input type="checkbox"/> Museum & Arch. _____
<input type="checkbox"/> Human resources _____	<input type="checkbox"/> GIS _____	<input type="checkbox"/> Other: _____



## **OCP SCHEDULE C: REGIONAL CONTEXT STATEMENT**

### **AUTHORITY AND PURPOSE OF SCHEDULE C**

*The District of North Vancouver is required under Section 866 of the Local Government Act to include a Regional Context Statement in its Official Community Plan. This legislation establishes that the function and requirement of the Regional Context Statement is to identify the relationship between the Official Community Plan and the Regional Growth Strategy and, if applicable, identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. This document is included as Schedule C of the District's OCP to meet that requirement with respect to Metro Vancouver 2040: Shaping our Future Regional Growth Strategy (Bylaw 1136, 2011).*

*The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's regional land use designations within the Urban Containment Boundary, provided such adjustments satisfy the requirements set out in section 6.2.7 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).*

*The District of North Vancouver may amend this Official Community Plan to adjust the boundaries of the District's Urban Centres or Frequent Transit Development Areas, provided such adjustments satisfy the requirements set out in section 6.2.8 of the Regional Growth Strategy (Metro Vancouver 2040: Shaping our Future, Bylaw 1136).*

### **INTRODUCTION**

*The District of North Vancouver is a member municipality of Metro Vancouver and Council has endorsed the Regional Growth Strategy. The District provides a number of significant regional assets and will continue to play a valuable role within the wider Metro Vancouver region. Our extensive and pristine alpine areas provide a high quality drinking water supply and outstanding recreational opportunities. Our major highway and railway transportation corridors, in addition to nationally significant deep water port terminals, help connect and strengthen the regional economy.*

*Traditionally, the District has functioned as an inner-suburb of Metro Vancouver, providing predominantly residential land uses within close commuting proximity to the City of North Vancouver and the downtown peninsula. While the character of our residential neighbourhoods will be sensitively preserved, the OCP recognizes and promotes the maturation of the District of North Vancouver into a more complete and diverse community. These directions work very effectively in concert with the broader vision and strategy for a sustainable future for the region expressed in the 2011 Regional Growth Strategy.*

#### **Compact Growth Management**

*Metro Vancouver 2040: Shaping our Future Goal 1: Create a Compact Urban Area*

*The District OCP manages growth to achieve an efficient and compact urban structure with 75-90% of residential development directed to four compact centres. Growth is restricted outside*

*the Urban Containment Boundary. The character of established low density neighbourhoods is preserved.*

### **Sustainable Economy**

*Metro Vancouver 2040: Shaping our Future Goal 2: Support a Sustainable Economy*

*The District OCP facilitates greater opportunities for local economic development and employment. Concentrated populations and enhanced transit and pedestrian access support businesses in centres. Industrial land is protected and economic activity intensified and diversified.*

### **The Natural Environment and Climate Change**

*Metro Vancouver 2040: Shaping our Future Goal 3: Protect the Region's Environment and Respond to Climate Change Impacts*

*The District OCP protects local environmental assets through the establishment of an Urban Containment Boundary. Conservation, recreation and ecological functions are preserved. Growth is directed to established urban areas through coordinated land use, transportation and infrastructure planning to reduce energy consumption and greenhouse gases.*

### **Complete Communities**

*Metro Vancouver 2040: Shaping our Future Goal 4: Develop Complete Communities*

*The District OCP establishes a network of commercial residential mixed use centres to enable residents to meet their day-to-day needs close to home. Jobs, services and amenities are concentrated in transit supportive centres. A greater diversity of housing types provides options for a balanced population.*

### **Transportation Choice**

*Metro Vancouver 2040: Shaping our Future Goal 5: Support Sustainable Transportation Choices*

*The District OCP enables greater alternatives to the car through transit supportive settlement patterns and high pedestrian and bicycle design standards. Pedestrian, bicycle, transit and road networks are managed and integrated to provide safe and efficient options for all modes and users.*

*The remaining sections 1 to 5 of this Schedule, and the accompanying Regional Features Map, identify more closely the consistency of District OCP policies and objectives with the five regional goals contained in the proposed Regional Growth Strategy Metro Vancouver 2040: Shaping our Future (Bylaw 1136).*

## Regional Goal 1: Create a Compact Urban Area

The growth management and land use policies contained in the District’s OCP (chapters 1 and 2) direct future development and redevelopment in the District in a way to create a compact urban area. This OCP affirms an Urban Containment Boundary, restricts uses and development outside this boundary, and directs residential, office and retail growth to a transit efficient Network of Centres.

### Specific Actions

<b>RGS Roles for Municipalities</b>	<b>District OCP Actions</b>
<p>Strategy 1.1.3 a</p> <p>Depict the Urban Containment Boundary</p>	<p>Urban Containment Boundary illustrated on Regional Features Map</p>
<p>Strategy 1.1.3 b</p> <p>Provide population, dwelling unit and employment projections</p>	<p><i>Urban Containment Boundary established and growth restricted outside it (Policy 1.1 and 1.2)</i></p> <p><i>Parks, Open Space and Natural Areas and Rural Residential Land Use designations applied to areas outside Urban Containment Boundary (District wide Land Use Map, Parks and Trails Map)</i></p> <p><i>The OCP identifies capacity for an additional 20,000 population, 10,000 housing units, and 10,000 jobs for year 2030 (Chapter 1). The assumed baseline population for the OCP is 85,000 (2006 census counted 82,500; 2011 census has since confirmed 84,500). The OCP therefore provides capacity for a population of 105,000 by 2030. The assumed baseline employment for the OCP is around 26,000 (2006 census counted 22,000 fixed workplace jobs, and between 4,000 and 5,000 no fixed workplace jobs are assumed). The OCP therefore provides capacity for 36,000 jobs by 2030. The assumed baseline dwelling unit count is 30,500 (2006 census counted 30000 units, 2011 census confirmed 30,500). The OCP therefore provides capacity for 40,500 by 2030. These figures meet or are generally consistent with RGS guidelines provided in Table A.1 up to year 2031. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP anticipates formal reviews of the OCP to occur every five years. The District will work towards consistency with the RGS projections to 2041 in subsequent OCP reviews. Current 2041 RGS figures (114,000 population 45,000 dwelling units, 40,000 jobs) are recognized as being consistent with the trajectory described in the OCP.</i></p>

<p>Strategy 1.2.6 a</p> <p>Provide dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas (FTDAs)</p>	<p><i>75-90% of residential growth is directed to four centres on a ‘Network of Centres’ (Target 1, Map 1 – Network of Centres Concept). The three DNV growth centres with regional designations (i.e. Lynn Valley Municipal Town Centre, and Lower Lynn and Lower Capilano/Marine Drive FTDA) are anticipated to account for up to 75% of new residential development (up to approximately 25% in Lynn Valley, 30% in Lower Lynn, and 20% in Lower Capilano/Marine Drive). This nodal growth pattern generally supports the RGS region-wide guideline (Table 2) of 68% of residential growth to occur within Urban Centres and Frequent Transit Development Areas. One of the District’s four growth centres (Lynn Valley) is designated as a Municipal Town Centre in the RGS, and two (Lower Lynn and Lower Capilano/Marine) are FTDA. Implementation planning that has occurred since OCP adoption had refined the vision for Lynn Valley as a predominantly low to medium rise centre. As the OCP designates Lower Lynn as a Town Centre and this area is beginning to redevelop as such with high rise and higher density forms, it is the District’s intention to seek an amendment to the RGS in the future to recognize this area as a Municipal Town Centre.</i></p> <p><i>Medium and higher density residential and mixed use land use designations are applied to these centres, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), as shown in OCP Map 2.</i></p> <p><i>Policies direct residential growth to these centres (Policies 1.3, 2.1.2, 2.2.3, 2.2.4, 2.2.5).</i></p> <p><i>RGS guidelines (Table 2) indicate employment growth region-wide is anticipated to occur at specific regional locations beyond the boundaries of the District, such as the Metropolitan Core (10% of job growth), Surrey Metro Core (5% of job growth) and across Regional City Centres (19% of job growth). RGS Table 2 also anticipates 16% of the region’s overall job growth may occur within the 17 Municipal Town Centres, of which Lynn Valley Town Centre is one. RGS Table 2 also indicates 27% of regional job growth may occur in Frequent Transit Development Areas, which includes Lower Lynn Town Centre and Lower-Capilano Village Centre. The District’s intent, as it develops over time, is for Lower Lynn in addition to Lynn Valley to achieve regional status as a Municipal Town Centre. The OCP provides significant policy support for job growth in our Municipal Town Centre and FTDA. Office and retail development are directed to these centres (Policies 2.1.3, 3.1.3, 3.1.4). Higher density Commercial Residential Mixed Use land use designations are applied to these centres, including Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) to facilitate office and retail development, as shown in OCP Map 2. OCP policies and land use designations are anticipated to direct employment growth to Lynn Valley Municipal Town Centre and Lower Lynn and Lower Capilano - Marine Drive</i></p>
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	<p><i>FTDAs in a manner consistent with the job distribution described in the RGS Table 2, and the District will work towards detailed job allocation between these centres in subsequent OCP reviews.</i></p> <p><i>Employment growth is also anticipated in locations immediately adjacent to OCP growth centres. The Marine Drive frequent transit corridor, anchored by the Lower-Capilano FTDA provides frequent transit access to Light Industrial Commercial designated lands on Pemberton Avenue. Light Industrial Commercial lands on Pemberton Avenue are all situated between 100m and 800m of frequent transit on Marine Drive. Maplewood Village Centre also has significant employment growth potential through relatively high density Commercial Residential Mixed Use designations (Commercial Residential Mixed Use Level 2, up to 2.5 FSR) and Light Industrial Commercial areas both within and adjacent to the centre boundary. Light Industrial Commercial areas outside the centre boundary are immediately adjacent (across the street) and will benefit from the same transit improvements facilitated by residential and commercial growth within the centre.</i></p> <p><i>In addition to policies and land use designations encouraging employment growth in centres and corridors, a strong emphasis in the OCP is placed on preserving and intensifying economic activity in the District’s Industrial and Light Industrial Commercial employment lands (Chapter 3), policies that are consistent with RGS Strategy 2.2.</i></p> <p><i>The OCP provides for approximately 3000 units in Lower Lynn Town Centre, up to approximately 2500 new units in Lynn Valley Town Centre; and 2000 in Lower Capilano-Marine Drive Village Centre and corridor, the latter both FTDAs. It also accommodates an estimated 1500 units in Maplewood Village Centre. The target of concentrating 75-90% of growth to these centres provides flexibility and units may be adjusted within the proposed range as needed. Implementation plans further guide development form, density, transportation improvements and amenities. The OCP targets an increase from a baseline of 22,000 fixed workplace jobs, and 26,000 to 27,000 total jobs (including jobs with no fixed workplace) to 36,000 total jobs in 2030 which is consistent with RGS Table A.1. The OCP directs these jobs to the Municipal Town Centre and FTDAs as described above. RGS projections for year 2041 are beyond the planning horizon of this plan. Section 12.1 of the OCP commits to formal reviews of the OCP to occur every five years. Consistency with the RGS projections to 2041 will be achieved through these reviews and 2041 RGS figures are recognized as being consistent with the trajectory described in the OCP.</i></p>
<p><b>Strategy 1.2.6 b i</b> <b>Identify location and</b></p>	<p><b>Urban Centres illustrated on Regional Features Map</b></p>

<p>boundaries of Centres</p>	<p>Lynn Valley is identified at the Municipal Town Centre</p> <p>Lower Lynn is as a FTDA (Policy 2.4.1). The District’s intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre</p> <p>Lower Capilano-Marine is a FTDA</p>
<p>Strategy 1.2.6 b ii</p> <p>Focus growth and development in Centres</p>	<p>Lynn Valley (the District’s Municipal Town Centre) is designated a Town Centre (Policy 2.1.1). <i>The District’s intent is to request Lower Lynn, which is also designated as a Town Centre in the District’s OCP, be designated as a Municipal Town Centre in the RGS once development in this centre has advanced.</i></p> <p><i>Medium and higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development as shown on Land Use Map (OCP Map 2).</i></p> <p>Mix and intensity of land uses, and transit oriented infrastructure and design, facilitated to support frequent transit (Policy 1.4, Section 5.1)</p> <p>Residential growth directed to Centres, including focus on affordable and rental housing (Policies 2.1.2, 7.2.7)</p> <p>Infrastructure investment directed to Centres (Policy 2.1.4) and infrastructure planning coordinated with Centres planning (Section 11.1)</p> <p><i>Major office and retail development directed to Centres, specifically regionally designated FTDAs and the Municipal Town Centre (Policies 2.1.3, 3.1.3, 3.1.4)</i></p> <p>New park and open space planned for Town Centres (Policy 4.2.2)</p> <p>Objective established for Town Centres to create complete communities with diverse housing, employment and recreation (Objective for Section 2.1)</p> <p><i>District Council has approved implementation plans for Lower Lynn Town Centre (2013), Lower Capilano Marine Village Centre (2013) and Lynn Valley Town Centre (2013) to provide specific guidance on development of these centres including transportation strategies, form and character of development, infrastructure improvements, community amenities and parks and open spaces. An implementation plan for Maplewood Village Centre will</i></p>

	<i>also be prepared.</i>
<p>Strategy 1.2.6 b iii</p> <p>Encourage office development in Centres</p>	<p><i>Major office development directed to centres specifically regionally designated FTDA's and the Municipal Town Centre (Policies 2.1.3, 3.1.4)</i></p> <p>Higher density mixed use land use designations are applied to centres to facilitate office development, Commercial Residential Mixed Use Level 2 (up to 2.5 FSR) and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR) <i>as shown on Land Use Map (OCP Map 2).</i></p>
<p>Strategy 1.2.6 b iv</p> <p>Reduce parking in Centres where appropriate</p>	<p>Parking reductions in centres and corridors considered (Policy 5.1.8)</p> <p><i>Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service</i></p>
<p>Strategy 1.2.6 c i</p> <p>Identify Frequent Transit Development Areas (FTDAs)</p>	<p>Proposed Frequent Transit Development Areas illustrated on Regional Features Map</p>
<p>Strategy 1.2.6 c ii</p> <p>Focus growth and development in Frequent Transit Development Areas (FTDAs)</p>	<p>Lower Lynn is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Lynn a Town Centre (Policy 2.1.1). The District's intent, as it develops over time, is for Lower Lynn (in addition to Lynn Valley) to achieve regional status as a Municipal Town Centre.</p> <p>Lower Capilano/Marine is proposed as a FTDA (Policy 2.4.1). OCP designates Lower Capilano/Marine a Village Centre (Policy 2.2.1)</p> <p>Lower Lynn and Lower Capilano/Marine are situated at both bridgeheads and positioned to be major nodes on the lower level frequent transit corridor.</p> <p>Higher density residential and Commercial Residential Mixed Use land use designations are applied, including Residential Level 6 (up to 2.5 FSR), Commercial Residential Mixed Use Level 2 (up to 2.5 FSR), and Commercial Residential Mixed Use Level 3 (up to 3.5 FSR), to focus residential and commercial development <i>as shown on Land Use Map (OCP Map 2).</i></p> <p>Land use policies, including residential growth and affordable and rental housing (Policies 2.1.2, 7.2.7), office and retail development (Policies 2.1.3,</p>

	<p>3.1.3, 3.1.4),and infrastructure investment (Policy 2.1.4) provide transit support</p> <p>Transit policies established to facilitate frequent service (Policy 1.4, Section 5.1, 5.4.2, 5.4.3, 5.4.4, 5.5.2)</p>
<p>Strategy 1.2.6 c iii</p> <p>Reduce parking in Frequent Transit Development Areas (FTDAs) where appropriate</p>	<p>Parking reductions in centres (<i>including regionally designated FTDAs</i>) considered (Policy 5.1.8)</p> <p><i>Since OCP adoption the District has developed Parking Principles for Centres, which include reduced parking standards where warranted by transit service</i></p>
<p>Strategy 1.2.6 d i</p> <p>Identify the General Urban Area</p>	<p>Urban Area illustrated on Regional Features Map</p>
<p>Strategy 1.2.6 d ii</p> <p>Ensure development outside Centres and Frequent Transit Development Areas (FTDAs) is generally lower density</p>	<p>Land Use designations are generally of lower density outside the Municipal Town Centre and proposed Frequent Transit Development Areas. Commercial Residential Mixed Use designations are lower density at 1.75 FSR (compared to 2.5 FSR and 3.5 FSR within centres/FTDAs), and residential densities are lower at 0.55 FSR to 1.75 FSR, with some existing 2.5 FSR (compared to 1.2 FSR to 3.5 FSR within centres/FTDAs) <i>as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</i></p>
<p>Strategy 1.2.6 d iii</p> <p>Identify small scale Local Centres where appropriate</p>	<p>The Network of Centres (Chapter 2) contains existing Village Centres that provide and are encouraged to continue to provide a mix of housing, local serving commercial uses, and remain significant nodes on the transit network. These are largely reflected in RGS Map 11.</p>
<p>Strategy 1.2.6 d iv</p> <p>Exclude non-residential major trip-generating uses outside Centres and</p>	<p><i>Major office and retail uses (Policies 2.1.3, 3.1.3, 3.1.4) and community infrastructure investment (Policy 2.1.4) are directed to centres. The existing non-residential major trip generating uses of Capilano University, Capilano Suspension Bridge and Grouse Mountain are already established on the transit network. New non-residential major trip generating uses, defined as non-residential major trip generating uses excluding those related to tourism,</i></p>



<p>Frequent Transit Development Areas (FTDAs)</p>	<p><i>recreation and/or education, are excluded outside of centres consistent with the land use designations in Map 2, DNV OCP Land Uses. Further definition and policy guidance regarding major office and retail uses is anticipated to occur in subsequent OCP reviews.</i></p>
<p>Strategy 1.2.6 d v Encourage infill development</p>	<p>Sensitive infill may be enabled through potential intensification of established centres (Section 2.2), neighbourhoods (Policy 2.3.5, 2.3.6, and 7.1.2) and transit corridors (Policies 2.4.2 and 2.4.3)</p>
<p>Strategy 1.2.6 e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and Frequent Transit Development Areas (FTDAs)</p>	<p>N/A - the District's centres and FTDAs overlay General Urban designations in the RGS and do not overlay Industrial, Mixed Employment, or Conservation and Recreation Areas</p>
<p>Strategy 1.2.6 f i Minimize the impacts of urban uses on industrial activities</p>	<p>Buffering is encouraged between employment and non-employment lands (Policy 3.4.3)</p>
<p>Strategy 1.2.6 f ii Encourage safe and efficient transit, cycling and walking</p>	<p>Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5)</p> <p>Policy sections to support transit (Section 5.4), cycling (Section 5.3) and walking (Section 5.2), with particular focus on integrating these modes with the Network of Centres land use concept (Section 5.1)</p>
<p>Strategy 1.2.6 f iii Implement transit priority measures</p>	<p>Transit priority measures are to be implemented where appropriate (Policies 5.4.4, 5.5.2)</p> <p>Centres policies in Schedule A (<i>as shown in Mobility Maps in Schedule A of the</i></p>

where appropriate	<i>OCP)</i>
Strategy 1.2.6 f iv Support district and renewable energy where appropriate	District and renewable energy systems are supported where appropriate (Policies in Section 10.2, Policy 11.2.4)
Strategy 1.3.3 a Identify Rural areas	Rural areas illustrated on Regional Features Map
Strategy 1.3.3 b Limit development in Rural areas	<p>Growth restricted outside Urban Containment Boundary (Policy 1.2) <i>and Rural Residential land use designation does not envision intensification of use through subdivision.</i></p> <p>Infrastructure extension beyond the Urban Containment Boundary limited (Policy 11.1.2) <i>and Rural Residential land use designation does not envision intensification of use through the extension of services.</i></p> <p>Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary <i>as shown on Land Use Map (OCP Map 2) and Regional Features Map (OCP Map 14).</i></p>
Strategy 1.3.3 c i Specify allowable density and form of land uses in Rural areas	Rural Residential Land Use designations applied to residential areas outside Urban Containment Boundary (Land Use Map in Schedule A), providing for low density detached housing on large lots (up to 0.35 FSR)
Strategy 1.3.3 c ii Support agricultural uses in agricultural areas	The District does not have any agricultural areas. Urban agriculture and other food initiatives are supported (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)

## Regional Goal 2: Support a Sustainable Economy

The urban structure, employment lands and economic development policies contained in the District’s OCP (chapters 1, 2, 3 and 8) place a strong emphasis on supporting sustainable economic activity in the District. This OCP protects employment lands for economic activity, seeks to intensify and diversify activity in these lands, encourage office development within a Network of Centres, and create a positive investment climate.

### Specific Actions

<p>Strategy 2.1.4 a</p> <p>Support appropriate economic activity in Urban Centres, FTDA’s, Industrial and Mixed Employment Areas</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3) .</p> <p>Appropriate industrial and light industrial commercial economic activity is protected, intensified, diversified, and a high quality business environment ensured through 12 policies in Chapter 3. Note: the District does not have lands within Metro Vancouver’s ‘Mixed Employment’ designation.</p> <p>Economic development is promoted by: maintaining community competitiveness and providing competitive government services (17 policies in Chapter 8), encouraging appropriate and compatible economic activity including office, retail and live-work uses in and adjacent to centres, and industrial and light industrial uses in employment lands (Policy 8.1.3 b and c)</p>
<p>Strategy 2.1.4 b</p> <p>Support the development of office space in Urban Centres</p>	<p>New retail, service and major office development concentrated in two OCP Town Centres: Lynn Valley Municipal Town Centre, and Lower Lynn FTDA (Policy 2.1.3)..</p> <p>Land use designations of Commercial Residential Mixed Use Level 2 (2.5 FSR) and Commercial Residential Mixed Use Level 3 (3.5 FSR) provide medium to high density opportunities for commercial development. These designations are only applied in the District’s centres. <i>Schedule A (Town and Village Centre Policies) includes policies promoting office development in Lynn Valley Municipal Town Centre, and commercial floorspace in Lower Lynn and Lower Capilano FTDA’s.</i></p> <p>Policy 3.1.4 directs major office uses to the Network of Centres</p>

<p>Strategy 2.1.4 c</p> <p>Discourage major commercial and institutional development outside of Urban Centres and FTDA's</p>	<p>Retail, service, major office and community infrastructure investment are directed to centres (Policies 2.1.3, 2.1.4, 3.1.3, 3.1.4)</p> <p>Infrastructure provision is integrated with land use and transportation planning (Policy 1.6) and coordinated with the District's centres (Section 11.1)</p> <p>A target of providing one community hub type facility within easy access of every centre is established (Chapter 6, Policy 6.3.6)</p> <p>Commercial and Commercial Residential Mixed Use designations applied outside of centres are generally of a lower density (1.75 FSR) than those applied within centres (2.5 FSR and 3.5 FSR)</p> <p>Institutional and/or commercial development within Capilano University is integrated with the District's Network of Centres (Policy 2.2.8). Capilano University is connected via transit corridors to the Network of Centres (<i>OCP Map 1</i>) and is deemed suitable for development where this is integrated with the District's urban structure. Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions <i>and OCP Map 14 (Regional Features Map)</i>.</p>
<p>Strategy 2.1.4 d</p> <p>Support the economic development of Special Employment Areas, post-secondary institutions and hospitals through land use and transportation</p>	<p>The economic development of Capilano University is to be integrated with the District's urban structure, i.e. the Network of Centres concept that coordinates land use and transportation planning (Policy 2.2.8). Capilano University is identified on Regional Growth Strategy Map 11, Local Centres, Hospitals and Post-Secondary Institutions.</p> <p>Expansion of post-secondary institutions (Capilano University) is encouraged (Policy 8.1.6)</p> <p>Goods movement and improved access to key port areas and airports are supported (Policies 5.5.3, 8.1.4, 8.1.5)</p> <p>Infrastructure and transportation improvements in employment lands (<i>District and RGS industrial land</i>, including the port) are promoted (Policy 3.4.1)</p> <p>General land use policies (including housing, parks) are directed to promote economic development by attracting investment to the community (Section 8.1)</p>

Strategy 2.2.4 a Identify Industrial areas	Industrial areas illustrated on Regional Features Map
Strategy 2.2.4 b i Support and protect industrial uses	Industrial lands are supported and protected (Policy 1.7 and policies in Section 3.1)
Strategy 2.2.4 b ii Support appropriate accessory uses to Industrial	Accessory caretaker residential and accessory commercial uses may be permitted (Policy 3.1.2, 3.1.3, and description of Industrial land use designation)
Strategy 2.2.4 b iii Exclude inappropriate uses from Industrial	Retail uses are restricted to accessory and limited, conditional uses (Policy 3.1.3) and major retail and office uses are directed to centres (Policies 3.1.3, 3.1.4) <i>and residential uses are limited to accessory caretaker units (Policy 3.1.2)</i>
Strategy 2.2.4 b iv Encourage better utilization and intensification of Industrial	Intensification and better utilization of Industrial areas encouraged (Section 3.2)
Strategy 2.2.4 c Identify Mixed Employment areas	<i>N/A - The District does not have Mixed Employment areas</i>

<p>Strategy 2.2.4 d</p> <p>Policies for Mixed Employment areas</p>	<p><i>N/A - The District does not have Mixed Employment areas</i></p>
<p>Strategy 2.2.4 e</p> <p>Help reduce environmental impacts and promote energy efficiency</p>	<p>Energy conservation considerations are integrated with land use, transportation, parks planning and urban design (Policy 1.6)</p> <p>High quality development standards are encouraged in employment lands (Policy 3.4.2)</p> <p>Goods movement and transportation improvements, including access to key port areas help reduce environmental impacts (Policies 3.4.1, 5.5.3, 8.1.4, 8.1.5)</p> <p>Green building and water conservation practices promoted (Policy 10.1.1)</p>
<p>Strategy 2.3.6 a</p> <p>Identify Agricultural areas</p>	<p><i>N/A - The District does not have Agricultural areas</i></p>
<p>Strategy 2.3.6 b i</p> <p>Assign regional land use designations for agriculture</p>	<p><i>N/A - The District does not have Agricultural areas</i></p>
<p>Strategy 2.3.6 b ii</p> <p>Discourage subdivision of agricultural land</p>	<p><i>N/A - The District does not have Agricultural areas</i></p>
<p>Strategy 2.3.6 b iii</p> <p>Improve infrastructure services to agricultural areas</p>	<p><i>N/A - The District does not have Agricultural areas</i></p>

Strategy 2.3.6 b iv Manage the agricultural-urban interface	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b v Support agricultural economic development opportunities	Community gardens, urban agriculture and farmers markets are promoted (Policies 6.3.12, 6.3.13)
Strategy 2.3.6 b vi Encourage use of agricultural land	N/A - The District does not have Agricultural areas
Strategy 2.3.6 b vii Support information programs on food and local agriculture	Initiatives promoting healthy local foods and food production supported (Policy 6.3.12)  Collaboration with agencies and partners to provide food access (Policy 6.3.14)  A food policy to support community and environmental health to be developed (Policy 6.3.15)

### **Regional Goal 3: Protect the Region’s Environment and Respond To Climate Change Impacts**

The Environmental Management and Climate Action policies contained in the District’s OCP (chapters 9 and 10) seek to preserve our vast natural assets and mitigate and adapt to climate change. This OCP preserves natural areas for conservation and recreation, protects and enhances ecosystems and habitats, and manages land use and infrastructure to reduce greenhouse gases, adapt to climate change and to manage risks from natural hazards. The Conservation and Recreation areas *illustrated on the Regional Features Map (Map 14)* include regionally significant natural assets, major parks, watersheds and ecologically important areas. Since the adoption of the OCP, District Council approved the Parks and Open Space Strategic Plan (POSSP) in 2012 which is a strategic action plan to implement OCP policies. Centres implementation plans being developed following the OCP include consideration of integrated stormwater management and green infrastructure measures.

## Specific Actions

<p>Strategy 3.1.4 a</p> <p>Identify Conservation and Recreation areas</p>	<p>Conservation and Recreation areas illustrated on Regional Features Map</p>
<p>Strategy 3.1.4 b i to vi</p> <p>Include land use policies for Conservation and Recreation areas generally consistent with public service infrastructure, environmental conservation, recreation, education and research, commercial, tourism and cultural uses, and limited agriculture</p>	<p>Conservation and Recreation areas have Parks, Open Space, and Natural Areas land use designation which provides for a range of uses including the protection of ecologically important habitats, the regional drinking water supply, and outdoor recreation (<i>Map 2, DNV OCP Map</i>). <i>Map 3, DNV Parks and Trails Concept Map identifies different types of park and conservation areas and trail linkages.</i></p> <p>A significant portion of Conservation and Recreation areas exist outside the urban containment boundary, where uses include outdoor recreation, watershed and resource management, conservation, and research (Policy 1.2)</p>
<p>Strategy 3.1.4 c</p> <p>Where appropriate, buffer Conservation and Recreation areas from adjacent activities</p>	<p><i>Schedule B of the OCP, Development Permit Areas (DPAs), includes DPAs for the Protection of the Natural Environment, its Ecosystems and Biodiversity (Natural Environment and Streamside) and for Protection of Hazard Conditions (Wildfire, Creek and Slope Hazard) which serve to manage how development occurs in these areas to protect natural systems and avoid natural hazards.</i></p>
<p>Strategy 3.2.4</p> <p>Manage ecologically important areas</p>	<p>Policy direction to map ecologically important areas and develop a management plan (Policy 9.1.1)</p> <p>Policies in Section 9.1 established to protect biodiversity, including ecosystem and habitat management and restoration (Policies 9.1.5, 9.1.7)</p> <p>Policy sections address distinct elements of the District’s natural environment, its forests and soils (Section 9.2), its aquatic systems (Section 9.3), and its potential natural hazards (Section 9.4)</p>



<p>Strategy 3.2.5</p> <p>Develop and manage municipal components of regional greenways and trails</p>	<p>Greenways and trails system managed and coordinated with regional and other authorities (Policies 4.1.3, 4.1.4, 4.1.5, 4.1.14, 4.1.15)</p> <p>New trails planned for in growth areas (Policy 4.2.2)</p> <p>Region-wide cycling network coordinated (Policy 5.3.4)</p> <p>Pedestrian and bicycle networks integrated with trails system (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 3.2.6</p> <p>Identify measures to protect, enhance and restore ecologically important systems</p>	<p>Acquisition, such as eco-gifting, or dedication of parkland considered to preserve ecological functions (Policies 4.2.6, 4.2.7, 9.1.3)</p> <p>Conservation tools such as covenants, land trusts and tax exemptions supported where appropriate (Policy 9.1.6)</p>
<p>Strategy 3.2.7</p> <p>Consider watershed, ecosystem and/or integrated stormwater management</p>	<p>Policy and Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Policies in Section 9.3 established to manage watershed and foreshore aquatic systems (Section 9.3)</p>
<p>Strategy 3.3.4 a</p> <p>Identify land development and transportation strategies to reduce greenhouse gases</p>	<p>Targets to reduce greenhouse gas emissions by 33% by 2030 (Target 10), which works towards regional target</p> <p>Growth management strategy to direct 75-90% of anticipated residential development to four transit friendly centres (Target 1, Policy 1.3, 1.4). Centres include the Municipal Town Centre and two proposed FTDA's.</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1)</p> <p>Transit, bicycle, pedestrian mode share of 35% established for 2030 (Target 5)</p>

<p>Strategy 3.3.4 b</p> <p>Identify land use and transportation infrastructure policies to reduce energy consumption and greenhouse gases, and improve air quality</p>	<p>Network support for alternative energy vehicles provided as necessary (Policy 5.5.8)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A)</p> <p>Building retrofits and energy ratings for home sales encouraged (Policies 10.1.2, 10.1.3)</p> <p>Section established to support alternative energy systems, including district systems (Section 10.2)</p> <p>High quality pedestrian, bicycle, and transit facilities and infrastructure provided in centres to promote alternatives to the car (Section 5.1), includes design expectations (Policies 5.1.3, 5.1.4, 5.1.5, 5.2.4, 5.3.6)</p> <p>Pedestrian and bicycle access to transit enhanced (Policies 5.2.7, 5.3.7, 5.4.5, 5.5.6)</p> <p>Air quality considered in land use and transportation planning (Policies 9.5.2, 9.5.3)</p>
<p>Strategy 3.3.4 c</p> <p>Focus infrastructure and amenity investments in centres and corridors</p>	<p>Infrastructure provision integrated with land use, transportation planning, energy conservation considerations and urban design (Policy 1.6)</p> <p>Infrastructure investment directed to centres (Policy 2.1.4)</p> <p>Infrastructure planning, management and investment, coordinated with the Network of Centres and corridors connecting them (Policies in Section 11.1)</p> <p>Specific Community Amenity Contributions strategies to be developed for growth centres (Section 12.3.3)</p>
<p>Strategy 3.3.4 d</p> <p>Support integrated stormwater management and water conservation</p>	<p>Target established to prepare integrated stormwater management plans for all urban watersheds (Target 9, Policy 9.3.1)</p> <p>Green building practices promoted (Policy 10.1.1, and Centres policies in Schedule A), includes water conservation</p>

<p>Strategy 3.4.4</p> <p>Encourage settlement patterns that minimize climate change and natural hazard risks</p>	<p>Natural hazard risks managed in development (Policies 9.4.1, 10.4.1) and through development permit areas (Schedule B)</p> <p>Climate change risks to be assessed to inform community planning and design (Policy 10.4.2)</p>
<p>Strategy 3.4.5</p> <p>Consider climate change and natural hazard risk assessments in planning municipal assets</p>	<p>Climate change risks to be assessed to inform asset management and infrastructure planning (Policy 10.4.2)</p>

## Regional Goal 4: Develop Complete Communities

The establishment of a Network of Centres through growth management and urban structure policies, and the housing, social well-being and community infrastructure directions to support those centres, contained in the District’s OCP (chapters 1, 2, 6 and 7) work together to establish complete communities. This OCP leverages residential growth to provide more diverse and affordable housing options, and promotes social well-being and community health through accessible services and amenities.

### Specific Actions

<p>Strategy 4.1.7 a</p> <p>Work towards meeting future housing demand estimates</p>	<p>OCP identifies capacity for an additional 10,000 units over a 20-year planning horizon, which fully accommodates the 10-year housing demand estimate of 4,000 units over the next 10 years. The District will work towards addressing the sub-components of this demand (Strategy 4.1.7 a i to iv) as described below.</p> <p>Housing Action Plan(s) are also directed to be undertaken (Policies 2.3.5, 7.1.2) and are identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).</p>
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<p>Strategy 4.1.7 a i</p> <p>Articulate the need for housing diversity</p>	<p>The District’s urban structure directs Commercial Residential Mixed Use and multifamily developments to centres (Policies 2.1.2, 2.2.4, 2.2.5)</p> <p>A broad range of housing types are provided for (Policies in Section 7.1)</p> <p>Balanced and diverse housing supply promoted as an economic benefit (Policy 8.1.1)</p> <p><i>Schedule A, Town and Village Centre Policies includes housing policies for each centre which encourage family, seniors, rental, affordable and adaptable/ accessible housing relative to specific centres current and future profiles. More detailed housing policies are being developed in Centres Implementation plans.</i></p> <p>Target established to move from 70/30 to 55/45 percent split of single to multifamily units by 2030 (Target 2)</p>
<p>Strategy 4.1.7 a ii</p> <p>Increase diverse supply through infill and increased density</p>	<p>Commercial Residential Mixed Use and multifamily developments in centres (Policies 2.1.2, 2.2.4, 2.2.5, Target 2) increase supply and diversity of housing by allowing increased density and more compact housing than existing predominantly single family stock</p> <p>Neighbourhood Infill Plans and Housing Action Plans to be undertaken to identify sensitive infill options (such as coach houses, duplexes) in appropriate locations including sites adjacent to centres, corridors, commercial, institutional uses (Policies 2.3.5, 2.3.6, 2.4.3, 7.1.2, Section 12.3.1)</p>
<p>Strategy 4.1.7 a iii</p> <p>Assist senior governments in providing affordable rental</p>	<p>Collaboration with senior levels of government to achieve housing goals promoted (Policies 7.3.6, 7.4.1, 7.4.5)</p> <p>Rental housing supported through Section 7.2, with specific direction to include rental and affordable housing policies in plans for transit-oriented centres (Policies 7.2.7, 7.3.2).</p> <p>Housing policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres promote provision of affordable and rental housing</p> <p>Density bonus provisions and other incentives applied as appropriate to incentivize affordable housing (Policy 7.3.3)</p>
<p>Strategy 4.1.7 a iv</p>	<p>District land and facilities to facilitate and help leverage affordable housing</p>

<p>Facilitate affordable housing through diverse municipal measures</p>	<p>(Policies 7.4.3, 7.4.4)</p> <p>Parking reductions in centres considered (Policy 5.1.8) and applied as appropriate as an incentive to affordable housing (Policy 7.3.3)</p> <p>Financial incentives such as reduced development cost charges considered (Policy 7.3.7)</p>
<p>Strategy 4.1.8 a to f Prepare and implement Housing Action Plans</p>	<p>Direction to undertake Housing Action Plan(s) provided for (Policies 2.3.5, 7.1.2) with Housing Action Plan(s) identified as an implementation strategy to achieve OCP housing goals and objectives (Section 12.3.1).</p> <p>Consistency with regional expectations of the Housing Action Plans described in 4.1.8 sub-bullets a to f will be achieved through the District’s Housing Action Plans.</p>
<p>Strategy 4.2.4 a Support compact Commercial Residential Mixed Use communities</p>	<p>Residential and commercial growth is directed to a network of transit oriented centres (Policies 1.3, 1.4)</p> <p>Land use and urban design considerations are made to ensure centres have high quality transit, pedestrian and bicycle infrastructure and service opportunities (Section 5.1 and Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres )</p>
<p>Strategy 4.2.4 b Locate community hubs and affordable housing in transit accessible areas</p>	<p>Community infrastructure investment is directed to centres (Policy 2.1.4) and infrastructure planning is coordinated with the Network of Centres (Section 11.1)</p> <p>Target for a community hub facility within easy access of each centre established (Target 6)</p> <p>Provision of rental and affordable housing focussed in centres (Policies 7.2.7, 7.3.2 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)</p>
<p>Strategy 4.2.4 c Provide public spaces</p>	<p>New park and open space provided in centres (Policy 4.2.2)</p> <p>Public realm and pedestrian environment improved (Policies 5.1.5, 5.1.6)</p> <p>Target for a community hub facility within easy access of each centre</p>

	<p>established (Target 6)</p> <p>Public space in public facilities retained (Policy 6.3.8)</p> <p>Outdoor and indoor facilities integrated to contribute to public realm (Policy 6.3.10)</p> <p>Policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres support community facility, open space and public realm enhancements</p>
<p>Strategy 4.2.4 d</p> <p>Support active living</p>	<p>Healthy and active living promoted (Policy 6.2.4)</p> <p>Extensive and high quality parks and outdoor recreation opportunities provided (Sections 4.1 and 4.2)</p> <p>Enhanced pedestrian and bicycle environments provided (Sections 5.1, 5.2, 5.3 and policies in sections on Lynn Valley and Lower Lynn Town Centres and in Maplewood and Lower Capilano-Marine Village Centres)</p>
<p>Strategy 4.2.4 e</p> <p>Support food production and distribution</p>	<p>Local food production and distribution supported through community gardens, urban agriculture, farmers markets and other initiatives (Policies 6.3.12, 6.3.13, 6.3.14, 6.3.15)</p>
<p>Strategy 4.2.4 f</p> <p>Assess health implications in planning</p>	<p>Memorandum of understanding signed between District and local health authority to integrate health perspectives into OCP planning process and content development (Introduction, Acknowledgements section). OCP urban structure of a network of pedestrian and cycle friendly centres has positive health implications (Chapters 2 and 5)</p> <p>Air quality improvements promoted through regional directives, land use and transportation planning, promotion of clean fuel, and anti-idling initiatives (Section 9.5)</p>
<p>Strategy 4.2.4 g</p> <p>Support universally accessible</p>	<p>Age and disability friendly community and services/facilities provided for (Policies 6.3.2, 6.3.3)</p> <p>Adaptive Design provided for in residential development (Policy 7.1.5)</p>

community design	Centres and corridors encouraged to be universally accessible (Policy 5.1.4) Universal accessibility at transit stops worked towards (Policy 5.4.8)
Strategy 4.2.4 h Identify small scale local centres	A Network of Centres established (Policy 1.3) comprising two Town Centres ( <i>Lynn Valley and Lower Lynn</i> - Policy 2.1.1) and six Village Centres ( <i>Maplewood, Lower Capilano/Marine drive, Queensdale, Deep Cove, Parkgate, Edgemont</i> - Policy 2.2.1)  In addition to the Municipal Town Centre (Lynn Valley Town Centre), Lower Lynn Town Centre and Lower Capilano/Marine Village Centre are proposed as FTDA's  A transit supportive mix of uses is provided in each centre according to their scale (Policies 1.4, 2.1.2, 2.1.3, 2.2.3, 2.2.4, 2.2.5)
Strategy 4.2.4 i Recognize Special Employment Areas	There are no Special Employment Areas of regional significance in the District  Local Centres (as per regional Map 11) that are not FTDA's are recognized as Village Centres (Section 2.2)  Capilano University is recognized as being integrated with the District's transit friendly Network of Centres (Policy 2.2.8)

## Regional Goal 5: Support Sustainable Transportation Choices

This OCP coordinates land use and transportation planning to enable greater alternatives to the car, and provides for safe and efficient goods and vehicle movement (Chapters 2 and 5). The Network of Centres provides a compact and connected urban form that supports walkable communities, hubs for the bicycle network and enhanced transit potential. Managing the road network strategically enhances port access and supports people and goods movement. *The Plan Implementation Strategies in 12.3 of the OCP include preparation of Strategic Action Plans in specific policy areas including Transportation. Following adoption of the OCP, the Transportation Plan was prepared and approved by Council in 2012. It contains detailed strategies to implement OCP transportation policies and encompasses areas pertaining to: Walking, Cycling, Transit, Road Safety, Road Designation, Road Network, Transportation Demand Management and Funding, Implementation and Monitoring.*

### Specific Actions

Strategy 5.1.6 a Encourage a greater share of transit, cycling and	Target established of achieving a 35% mode share of transit, walking and cycling trips (Target 5)  An appropriate mix and intensity of land uses established to support
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<p>walking trips and support TransLink's Frequent Transit Network</p>	<p>enhanced transit (Policy 1.4) and transportation planning integrated with land use (Policy 1.6)</p> <p>Urban structure of a Network of Centres facilitates greater transit between centres and walking/cycling within (Chapter 2)</p> <p>High quality transit, pedestrian and bicycle facilities and infrastructure promoted within the Network of Centres (Section 5.1)</p> <p>Mobility maps and associated policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</p>
<p>Strategy 5.1.6 b</p> <p>Support transportation system demand management and supply measures</p>	<p>Parking reductions in centres <i>and FTDA</i>s considered (Policy 5.1.8, <i>Regional Features Map</i>)</p> <p><i>Centres Implementation Plans include parking strategies and considering parking reductions where appropriate and frequent transit available.</i></p> <p>Transit priority measures provided where appropriate (Policies 5.4.4, 5.5.2)</p> <p>Policies supporting pedestrian facilities in Section 5.2</p> <p>Policies supporting bicycle infrastructure including end of trip facilities (Policy 5.3.6) in Section 5.3</p> <p>Policies in sections on Lynn Valley, Lower Lynn, Maplewood and Lower Capilano-Marine centres support transit, cycling and walking</p>
<p>Strategy 5.1.6 c</p> <p>Manage and enhance municipal infrastructure to support of transit, cycling and walking</p>	<p>Municipal infrastructure provision integrated with land use, transportation, parks planning and urban design (Policy 1.6)</p> <p>Infrastructure investment focussed in transit, cycle and pedestrian friendly centres (Policy 2.1.4)</p> <p>Pedestrian, bicycle, and transit needs considered in all road projects (Policies 5.2.1, 5.3.1, 5.4.1, 5.5.1)</p> <p>Transit supportive road treatments provided for (Policies 5.4.4, 5.5.2)</p> <p>Pedestrian and bicycle infrastructure enhanced (Policies 5.1.6, 5.1.7,</p>



	<p>5.2.2, 5.2.3, 5.3.2, 5.3.3)</p> <p>Parks and trails integrated with pedestrian and bicycle networks (Policies 5.2.6, 5.3.5)</p>
<p>Strategy 5.2.3 a</p> <p>Map goods and service vehicle movement routes</p>	<p><i>Roads and Goods Movement Concept Map is included in the OCP as Map 5, which indicates routes for goods and service vehicles</i></p> <p>Detailed network maps <i>are included in</i> the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p>
<p>Strategy 5.2.3 b</p> <p>Support efficient movement of goods, services and passengers</p>	<p>Land use and integrated transportation policies creating a Network of Centres optimize passenger and goods movement on the road network by facilitating transit, pedestrian and bicycle transportation, thereby taking pressure off road network (Sections 2.1, 2.2, 5.1, 5.2, 5.3, 5.4)</p> <p>Goods movement facilitated (Policy 5.5.3)</p> <p>Arterials managed to maintain flow and mobility (Policy 5.5.5)</p> <p>Partner with regional, provincial and federal authorities to facilitate bridgehead and port access (Policies 5.5.3, 5.5.10)</p> <p>Detailed network management policies will be prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)</p> <p>Employment Lands Policy 3.4.1 to promote infrastructure, transportation and municipal service improvements in employment lands</p>
<p>Strategy 5.2.3 c</p> <p>Support development of transportation system,</p>	<p>Transit priority and network management supported through features such as signal timing and lanes (Policies 5.4.4, 5.5.2)</p> <p>Detailed network management policies will be prepared through the</p>

management strategies	Transportation Plan (described as an OCP implementation strategy, Section 12.3.1)
<p>Strategy 5.2.3 d</p> <p>Support protection of rail rights-of-way and waterway access</p>	<p>Policy 5.5.3 to facilitate effective goods movement and work with federal and provincial agencies to improve access to key port, industrial and commercial areas, while encouraging goods movement by rail or water</p> <p><i>Industrial land uses as indicated on Map 2, DNV OCP Land Use Map which protects port uses.</i></p> <p><i>Map 5 – DNV Roads and Goods Movement Concept Map maintains rail corridors.</i></p> <p>Goods movement and transportation improvements promoted for employment areas, including port (Policies 3.4.1, 8.1.4)</p> <p>Detailed network management policies prepared through the Transportation Plan (described as an OCP implementation strategy, Section 12.3.1). <i>Council approved the Transportation Plan in 2012.</i></p>