Metro 2050

Implementation Guideline
Regional Context Statement Template

April 2023

**Regional Context Statement Checklist**

*Mapping Requirements*

In addition to completing the template below, an RCS must contain a parcel-based map that identifies the six regional land use designations, the Urban Containment Boundary, and the regional overlays within the member jurisdiction whenever applicable.

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| * General Urban
* Industrial
 | * Rural
* Employment
 | * Agricultural
* Conservation and Recreation
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* Regional Land Use Designations
* Regional Overlays

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| * Urban Centres
* Frequent Transit Development Areas
 | * Trade-Oriented Lands Overlay
* Natural Resource Areas Overlay (Maintained by Metro Vancouver)
 |

* GIS digital file for Metro Vancouver

*Population, Dwelling Unit and Employment Projections Requirements*

* [Section 1.1.9(b)](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=35) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the UCB.” An RCS should illustrate efforts to align the OCP with the member jurisdiction and regional projections over time. RCSs should indicate growth projections for the same time periods as indicated in *Metro 2050*: i.e. to 2030, 2040, and 2050.
* [Section 1.2.24(a)](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=38) of *Metro 2050* requires member jurisdictions adopt RCSs that “provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2.”
* [Section 6.2.7](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=93) of *Metro 2050* provides member jurisdictions with the flexibility to amend OCP land use designations (or equivalent) without amending the RCS under certain circumstances. This language must be included in the RCS to permit this flexibility.

*Official Community Plan Consistency with Metro 2050*

* Demonstrate how the OCP or equivalent contributes to reaching the regional federation’s targets using the Regional Context Statement template included on the following pages.

Metro 2050Regional Context Statement

**Metro 2050 Targets**

In the following section please outline the Official Community Plan policies (or equivalent) that demonstrate your member jurisdiction’s contribution to reaching the regional federation’s regional growth strategy targets. Please also provide supplementary information on how these policies, along with any other applicable plans or strategies, will work together to contribute to meeting these regional targets. For the environmental and housing targets, Metro 2050 recognizes that the targets are regional in scale and long term to the year 2050; member jurisdiction local context is expected.

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| **Metro 2050 Regional Targets** |
| [**Goal 1 Create a Compact Urban Area Targets**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=33) |
| **Policy with Target**  | **Applicable OCP Policies** | **Supplementary Information** |
| 1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary** |  | Example: *In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.* |
| 1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in** [**Table 2**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=29) (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)Regional Targets for Residential Growth by Location: * **All Urban Centre Types: 40%**
* **Frequent Transit Development Areas: 28%**

Regional Targets for Employment Growth by Location: * **All Urban Centre Types: 50%**
* **Frequent Transit Development Areas: 27%**
 |  | Example: *The regional dwelling unit projections have been incorporated into the city’s approved Housing Needs Report which will be used to inform OCP policy amendments. The upcoming neighbourhood plan project for the x and y urban centres and will include these projections as part of this planning work.* |
| 1.2.24 b) ii) include policies and actions for Urban Centres andFrequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in [Table 2](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=29) and [Action 1.2.13](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=37)*1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:*1. ***focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;***
2. ***focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and***
3. ***focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.***
 |  | Example: *In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.*  |

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| [**Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=59) |
| **Policy with Target**  | **Applicable OCP Policies** | **Supplementary Information**  |
| 3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:* increase the area of lands protected for nature **from 40% to 50% of the region’s land base by the year 2050**; and
* increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**
 |  | Example: *The city will be undertaking (updating) a street tree and urban forestry planting program and policy framework in 2024.**A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation purposes.*  |
| 3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and **achieving a carbon neutral region by the year 2050**; |  | Example: *The city’s xxx plan/OCP includes a greenhouse gas emissions reduction target that matches the Metro 2050 target.**A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation.**In 2023, the City adopted an Urban Forest Management Strategy that aims to retain 40% tree canopy cover in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover. The City’s target matches the regional target.* |

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| [**Goal 4 Provide Diverse and Affordable Housing Choices Target**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=75) |
| **Policy with Target**  | **Applicable OCP Policies** | **Supplementary Information**  |
| 4.2.7 a) indicate how you will, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported) |  | Example: *In 2024 the city will be undertaking a the preparation of neighbourhood plan for the x and y urban centres and this target along with the city’s approved Housing Needs Report will inform that planning work.* |

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| **Metro 2050** [**Goal 1: Create a Compact Urban Area**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=33) |
| *Describe how the OCP and other supporting plans and policies contribute to this Goal:*  |
| **Goal 1 Targets** |
| **Policy with Target** | **Applicable OCP Policies** | **Supplementary Information** |
| 1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of **focusing 98% of residential growth inside the Urban Containment Boundary** |  | Example: *In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.* |
| 1.2.24 a) provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and **contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in** [**Table 2**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=29) (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)Regional Targets for Residential Growth by Location: * **All Urban Centre Types: 40%**
* **Frequent Transit Development Areas: 28%**

Regional Targets for Employment Growth by Location: * **All Urban Centre Types: 50%**
* **Frequent Transit Development Areas: 27%**
 |  | Example: *The regional dwelling unit projections have been incorporated into the city’s approved Housing Needs Report which will be used to inform OCP policy amendments. The upcoming neighbourhood plan project for the x and y urban centres and will include these projections as part of this planning work.* |
| 1.2.24 b) ii) include policies and actions for Urban Centres andFrequent Transit Development Areas that: **focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3** (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in [Table 2](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=29) and [Action 1.2.13](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=37)*1.2.13 Implement the strategies and actions of the regional growth strategy that contribute to regional targets as shown on Table 2 to:*1. ***focus 98% of the region’s dwelling unit growth to areas within the Urban Containment Boundary;***
2. ***focus 40% of the region’s dwelling unit growth and 50% of the region’s employment growth to Urban Centres; and***
3. ***focus 28% of the region’s dwelling unit growth and 27% of the region’s employment growth to Frequent Transit Development Areas.***
 |  | Example: *In 2024 the city will be undertaking the preparation of neighbourhood plan for the x and y urban centres and will include these projections as part of this planning work.*  |
| **Strategy 1.1: Contain urban development within the Urban Containment Boundary** |
| **Policy 1.1.9** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2) |  |
| b)   | Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1, and demonstrate how local plans will work towards accommodating the projected growth within the Urban Containment Boundary in accordance with the regional target of focusing 98% of residential growth inside the Urban Containment Boundary | *Please provide response in Targets section* |
|  c) | Include a commitment to liaise regularly with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services to keep them apprised of the scale and timeframe of major development plans as well as specific plans to separate combined sewers |  |
|  d) | Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimizepotential exposure of residents to environmental noise and other harmful impacts |  |
| **Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas** |
| **Policy 1.2.24** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | provide dwelling unit and employment projections that indicate the member jurisdiction’s share of planned growth and contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas) | *Please provide response in Targets section* |
| b)  | include policies and actions for Urban Centres and Frequent Transit Development Areas that: |  |
| i) | identify the location, boundaries, and types of Urban Centres and Frequent Transit Development Areas on a map that is consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and Map 4 |  |
|  ii) | focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and demonstrate how that growth will contribute to the Urban Centre and Frequent Transit Development Area targets set out in Table 2 and Action 1.2.13 | *Please provide response in Targets section* |
|  iii) | encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives |  |
| iv) | support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums |  |
| v) | consider the identification of appropriate measures and neighbourhood plans to accommodate urban densification and infill development in Urban Centres, Frequent Transit Development Areas, and, where appropriate, Major Transit Growth Corridors in a resilient and equitable way (e.g. through community vulnerability assessments, emergency services planning, tenant protection policies, and strategies to enhance community social connectedness and adaptive capacity) |  |
| vi) | consider support for the provision of child care spaces in Urban Centres and Frequent Transit Development Areas |  |
| vii) | consider the implementation of green infrastructure |  |
| viii) | focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors |  |
| ix) | support the provision of community services and spaces for non-profit organizations |  |
| x)  | consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial |  |
| xi) | take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas |  |
| c)  | Include policies for General Urban lands that: |  |
| i) | identify General Urban lands and their boundaries on a map generally consistent with Map 2 |  |
| ii) | exclude new non-residential Major Trip- Generating uses, as defined in the Regional Context Statement, from those portions of General Urban lands outside of Urban Centres and Frequent Transit Development Areas and direct new non-residential Major Trip-Generating uses to Urban Centres and Frequent Transit Development Areas |  |
| iii) | encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) in appropriate locations within walking distance of the Frequent Transit Network; |  |
| iv) | encourage neighbourhood-serving commercial uses |  |
| d) | with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of “non-residential Major Trip- Generating uses” that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues |  |
| e) | consider the identification of new Frequent Transit Development Areas in appropriate locations within Major Transit Growth Corridors, as part of the development of new or amended area or neighbourhood plans, or other community planning initiatives |  |
| f) | consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions |  |
| **Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities** |
| **Policy 1.3.7** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | support compact, mixed use, transit, walking, cycling and rolling-oriented communities |  |
| b) | locate and support community, arts, cultural, recreational, institutional, medical/health, social service, education and child care facilities, and local serving retail uses in Urban Centres or areas with good access to transit |  |
| c) | provide and encourage public spaces and other place-making amenities and facilities (e.g. community gardens, playgrounds, gathering places, etc.) in new and established neighbourhoods, for all ages, abilities, and seasons, to support social connections and engagement |  |
| d) | respond to health and climate change-related risks by providing equitable access to:  |  |
| i) | recreation facilities |  |
| ii) | green spaces and public spaces (e.g. parks, trails, urban forests, public squares, etc.) |  |
| iii) | safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities |  |
| e) | support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers’ markets to support food security, and local production, distribution and consumption of healthy food, in particular where they are easily accessible to housing and transit services |  |
| f) | consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact assessment methods in neighbourhood design and major infrastructure investments |  |
| g) | provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community |  |
| h) | consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres |  |
| **Strategy 1.4: Protect Rural lands from urban development** |
| **Policy 1.4.3** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify Rural lands and their boundaries on a map generally consistent with Map 2 |  |
| b) | limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing |  |
| c) | specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation |  |
| d) | prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve |  |
| e) | support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change |  |

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| **Metro 2050** [**Goal 2: Support a Sustainable Economy**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=49) |
| *Describe how the OCP and other supporting plans and policies contribute to this Goal:*  |
| **Strategy 2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live** |
| **Policy 2.1.10** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | include policies to support appropriate economic activities, as well as context-appropriate built form for Urban Centres, Frequent Transit Development Areas, Industrial lands, and Employment lands |  |
| b)  | support the development and expansion of large-scale office and retail uses in Urban Centres, and lower-scale uses in Frequent Transit Development Areas through policies such as: zoning that reserves land for commercial uses, density bonus provisions to encourage office development, variable development cost charges, and/or other incentives |  |
| c) | discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas |  |

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| **Strategy 2.2 Protect the supply and enhance the efficient use of industrial land** |
| **Policy 2.2.9****Policy Action 3.2.7** | **Section** | **Policy Text** | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7 |  |
| b)  | identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted |  |
| c) | include policies for Industrial lands that: |  |
| i) | consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted |  |
|  ii)  | support appropriate and related accessory uses, such as limited-scale ancillary commercial spaces, and caretaker units |  |
|  iii)  | exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and stand- alone office uses, other than ancillary uses, where deemed necessary |  |
|  iv)  | encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removal of any unnecessary municipal policies or regulatory barriers related to development form and density |  |
| v) | review and update parking and loading requirements to reflect changes in industrial forms and activities, ensure better integration with the surrounding character, and reflect improvements to transit service, in an effort to avoid the over- supply of parking |  |
| vi) | explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning |  |
| vii) | provide infrastructure and services in support of existing and expanding industrial activities |  |
| viii) | support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses |  |
| ix)  | consider the preparation of urban design guidelines for Industrial land edge planning, such as interface designs, buffering standards, or tree planting, to minimize potential land use conflicts between industrial and sensitive land uses, and to improve resilience to the impacts of climate change |  |
| x)  | do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands |  |
| d) | include policies for Employment lands that: |  |
| i) | support a mix of industrial, small scale commercial and office, and other related employment uses, while maintaining support for the light industrial capacity of the area, including opportunities for the potential densification/intensification of industrial activities, where appropriate |  |
|  ii)  | allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy |  |
|  iii)  | support the objective of concentrating larger- scale commercial, higher density forms of employment, and other Major Trip-Generating uses in Urban Centres, and local-scale uses in Frequent Transit Development Areas |  |
|  iv)  | support higher density forms of commercial and light industrial development where Employment lands are located within Urban Centres or Frequent Transit Development Areas, and permit employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas, while low employment density and low transit generating uses, possibly with goods movement needs and impacts, are located elsewhere |  |
|  v) | do not permit residential uses, except for:* an accessory caretaker unit; or
* limited residential uses (with an emphasis on affordable, rental units) on lands within 200 m of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
 |  |
| e) | include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems |  |
| f) | include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5) |  |
| **Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability** |
| **Policy 2.3.12** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | specify the Agricultural lands within their juris- diction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8 |  |
| b)  | consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents |  |
| c) | include policies that protect the supply of agricultural land and strengthen agriculture viability including those that: |  |
| i) | assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability |  |
| ii) | encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land |  |
| iii) | support climate change adaptation including:* monitoring storm water, flooding, and sea level rise impacts on agricultural land,
* implementing flood construction requirements for residential uses, and
* maintaining and improving drainage and irrigation infrastructure that support agricultural production, where appropriate and in collabo- ration with other governments and agencies
 |  |
| iv) | protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements |  |
| v) | demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act* |  |
| vi) | align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations |  |
| **Policy 2.3.13** | **Section** | **Policy**  | **Supplementary Information** |
|  | In partnership with other agencies and organizations, support agricultural awareness and promote the importance of the agricultural industry, the importance of protecting agricultural land, and the value of local agricultural products and experiences |  |

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| **Metro 2050** [**Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=59) |
| *Describe how the OCP and other supporting plans and policies contribute to this Goal:* |
| **Goal 3 Targets** |
| **Policy with Target** | **Applicable OCP Policies** | **Supplementary Information** |
| 3.2.7 a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1:* increase the area of lands protected for nature **from 40% to 50% of the region’s land base by the year 2050**; and
* increase the total regional tree canopy cover within the Urban Containment Boundary **from 32% to 40% by the year 2050.**
 |  | Example: *The city will be undertaking (updating) a street tree and urban forestry planting program and policy framework in 2024.**A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation purposes.* |
| 3.3.7 a) identify how local land use and transportation policies will contribute to meeting the **regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030** and achieving a carbon neutral region by the year 2050; |  | *Example: The city’s xxx plan/OCP includes a greenhouse gas emissions reduction target that matches the Metro 2050 target.**A review of the development approvals process and development contributions is underway to consider opportunities for land dedication for conservation.**In 2023, the City adopted an Urban Forest Management Strategy that aims to retain 40% tree canopy cover in urban areas by implementing a tree protection bylaw and a program that supports tree planting on both public and private land in areas with low tree canopy cover. The City’s target matches the regional target, which exceeds the current targets of other member jurisdictions.* |
| **Strategy 3.1: Protect and enhance Conservation and Recreation lands** |
| **Policy 3.1.9** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2 |  |
| b) | include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: |  |
| i) | drinking water supply areas |  |
| ii) | environmental conservation areas |  |
| iii) | wildlife management areas and ecologicalreserves |  |
| iv) | forests |  |
| v) | wetlands (e.g. freshwater lakes, ponds,bogs, fens, estuarine, marine, freshwater,and intertidal ecosystems) |  |
| vi) | riparian areas (i.e. the areas and vegetationsurrounding wetlands, lakes, streams, and rivers) |  |
| vii) | ecosystems not covered above that may bevulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities |  |
| viii) | uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:* + major parks and outdoor recreation areas;
	+ education, research and training facilities, and associated uses that serve conservation and/or recreation users;
	+ commercial uses, tourism activities, and public, cultural, or community amenities;
	+ limited agricultural use, primarily soil-based; and
	+ land management activities needed to minimize vulnerability / risk to climate change impacts
 |  |
| c) | Include policies that: |  |
| i) | protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements |  |
|  ii) | encourage the consolidation of small parcels,and discourage subdivision and fragmentationof lands with a Conservation and Recreationregional land use designation. |  |

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| **Policy 3.2.7****Policy Action 3.2.7** | **Section** | **Policy Text** | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1 | *Please provide response in Targets section* |
| b)  | refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: |  |
|  i)  | support the protection, enhancement, andrestoration of ecosystems through measuressuch as land acquisition, density bonusing,development permit requirements, subdivisiondesign, conservation covenants, land trusts, and tax exemptions |  |
| ii)  | seek to acquire, restore, enhance, and protectlands, in collaboration with adjacent memberjurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network |  |
| iii)  | discourage or minimize the fragmentation ofecosystems through low impact developmentpractices that enable ecosystem connectivity |  |
|  iv)  | indicate how the interface between ecosystems and other land uses will be managed to maintain ecological integrity using edge planning, and measures such as physical buffers, or development permit requirements. |  |
| c)  | Include policies that: |  |
| i) | support the consideration of natural assets and ecosystem services in land use decision-making and land management practices |  |
|  ii)  | enable the retention and expansion of urbanforests using various tools, such as local treecanopy cover targets, urban forest management strategies, tree regulations, development permit requirements, land acquisition, street tree planting, and reforestation or restoration policies, with consideration of resilience |  |
|  iii)  | reduce the spread of invasive species byemploying best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans |  |
| iv)  | increase green infrastructure along the Regional Greenway Network, the Major Transit Network, community greenways, and other locations, where appropriate, and in collaboration with Metro Vancouver, TransLink, and other partners |  |
|  v) | support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives. |  |

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| **Strategy 3.3: Advance land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality** |
| **Policy 3.3.7** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas emission reduction target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050 | *Please provide response in Targets section* |
| b)  | identify policies, actions, incentives, and / or strategies that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality from land use, infrastructure, and settlement patterns, such as: |  |
| i) | existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure |  |
| ii) | community design, infrastructure, and programs that encourage transit, cycling, rolling and walking |  |
| c)  | focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors |  |
| **Strategy 3.4 Advance land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards** |
| **Policy 3.4.5** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | include policies that minimize risks associatedwith climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies |  |
| b)  | include policies that discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks |  |
| **Policy 3.4.6** | **Section** | **Policy**  |  |
|  | Incorporate climate change and naturalhazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services. |  |
| **Policy 3.4.7** | **Section** | **Policy**  |  |
|  | Integrate emergency management, utilityplanning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies. |  |
| **Policy 3.4.8** | **Section** | **Policy**  |  |
|  | Adopt appropriate planning standards,guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles. |  |

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| **Metro 2050** [**Goal 4: Provide Diverse and Affordable Housing Choices**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=75) |
| *Describe how the OCP and other supporting plans and policies contribute to this Goal:* |
| **Goal 4 Targets** |
| **Policy with Target** | **Applicable OCP Policies** | **Supplementary Information** |
| 4.2.7 a) indicate how, within the local context, contribute toward the regional target of having **at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units** (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported) |  | Example: *In 2024 the city will be undertaking a the preparation of neighbourhood plan for the x and y urban centres and this target along with the city’s approved Housing Needs Report will inform that planning work.* |
| **Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs** |
| **Policy 4.1.8** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | indicate how you will work towards meetingestimated future housing needs and demand, as determined in their housing needs report or assessment |  |
| b)  | articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options |  |
| c) | identify policies and actions that contribute to the following outcomes |  |
| i) | increased supply of adequate, suitable, andaffordable housing to meet a variety of needsalong the housing continuum |  |
| ii) | increased supply of family-friendly, age-friendly, and accessible housing |  |
| iii) | increased diversity of housing tenure options,such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing |  |
| iv) | increased density and supply of diverseground-oriented and infill housing forms inlow-density neighbourhoods, such as duplex,four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit |  |
| v) | integration of land use and transportationplanning such that households can reduce their combined housing and transportation costs |  |
| vi) | increased social connectedness in multi-unit housing |  |
| vii) | integrated housing within neighbourhoodcontexts and high quality urban design |  |
| viii) | existing and future housing stock that is lowcarbon and resilient to climate change impactsand natural hazards |  |
| **Policy 4.1.9** | **Section** | **Policy**  | **Supplementary Information** |
| **Prepare and implement housing strategies or action plans that:** |
| a)  | are aligned with housing needs reports or assessments, and reviewed or updated every 5-10 years to ensure that housing strategies or action plans are based on recent evidence and responsive to current and future housing needs |  |
| b)  | are based on an assessment of local housingmarket conditions, by tenure, including assessing housing supply, demand, and affordability |  |
| c) | identify housing priorities, based on theassessment of local housing market conditions,household incomes, changing population andhousehold demographics, climate change andnatural hazards resilience, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups |  |
| d) | identify implementation measures within their jurisdiction and financial capabilities, including actions set out in Action 4.1.8 |  |
| **Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply** |
| **Policy 4.2.7** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | indicate how they will, within their local context, contribute toward the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, to the year 2050, be affordable rental housing units (recognizing that developing affordable rental housing units in transit-oriented locations throughout the urban area is supported) | *Please provide response in Targets section* |
| b)  | articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres andFrequent Transit Development Areas |  |
| c) | identify the use of regulatory tools that protect and preserve rental housing |  |
| d) | identify policies and actions that contribute to the following outcomes: |  |
| i) | increased supply of affordable rental housing in proximity to transit and on publicly-owned land |  |
| ii) | increased supply of market and below-marketrental housing through the renewal of agingpurpose-built rental housing and prevention ofnet rental unit loss |  |
| iii) | protection and renewal of existing non-marketrental housing |  |
| iv) | mitigated impacts on renter households due torenovation or redevelopment, and strengthened protections for tenants |  |
| v) | reduced energy use and greenhouse gas emissions from existing and future rental housing stock, while considering impacts on tenants and affordability |  |
| **Policy 4.2.8** | **Section** | **Policy**  | **Supplementary Information** |
| **Prepare and implement housing strategies or action plans that:** |
| a)  | encourage the supply of new rental housing and mitigate or limit the loss of existing rental housing stock |  |
| b)  | encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing |  |
| c) | cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2 |  |
| **Strategy 4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness** |
| **Policy 4.3.7** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | indicate how they will collaborate with the Federal Government, the Province, and other partners, to assist in increasing the supply of permanent, affordable, and supportive housing units |  |
| b)  | identify policies and actions to partner with other levels of government and non-profit organizations in order to create pathways out of homelessness and contribute to meeting the housing and support needs of populations experiencing or at risk of homelessness |  |
| **Policy 4.3.8** | **Section** | **Policy**  | **Supplementary Information** |
| **Prepare and implement housing strategies or action plans that** |
| a)  | identify opportunities to participate in programs with other levels of government to secure additional housing units to meet the housing needs of lowerincome households |  |
| b)  | identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development |  |
| c) | are aligned with or integrate plans to addresshomelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness |  |

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| **Metro 2050** [**Goal 5: Support Sustainable Transportation Choices**](https://metrovancouver.org/services/regional-planning/Documents/metro-2050.pdf#page=83) |
| *Describe how the OCP and other supporting plans and policies contribute to this Goal:* |
| **Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking** |
| **Policy 5.1.14** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify land use and transportation policies and actions to encourage a greater share of trips made by transit, shared mobility options, cycling, walking, and rolling |  |
| b)  | support the development and implementation of transportation demand management strategies, such as: parking pricing and supply measures, transit priority measures, end-of-trip facilities for active transportation and micro-mobility, and shared mobility services |  |
| c) | manage and enhance municipal infrastructurein support of transit, multiple-occupancy vehicles, cycling, walking, and rolling |  |
| d) | support the transition to zero-emission vehicles |  |
| e) | support implementation of the RegionalGreenway Network and Major Bikeway Network, as identified in Map 10 |  |
| f) | support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations |  |
| **Strategy 5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services** |
| **Policy 5.2.6** | **Section** | **Policy**  | **Applicable OCP Policies** |
| **Adopt Regional Context Statements that:** |
| a)  | identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres; Frequent Transit Development Areas; Major Transit Growth Corridors; Industrial, Employment, and Agricultural lands; ports; airports; and international border crossings |  |
| b)  | identify land use and related policies and actions that support the optimization and safety of goods movement via roads, highways, railways, aviation, short sea shipping, and active transportation |  |
| c) | support the development of local and regionaltransportation system management strategies,such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management  |  |
| d) | identify policies and actions that support theprotection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement |  |
| e) | identify policies and actions to mitigate publicexposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways |  |
| f) | identify policies and actions that anticipate the land and infrastructure requirements for goods movement and drayage, such as truck parking, zero-emission vehicle charging infrastructure, and e-commerce distribution centres, and mitigate any negative impacts of these uses on neighbourhoods |  |