

APPENDIX A: REGIONAL CONTEXT STATEMENT

Regional Context Statement

The tables within this Regional Context Statement demonstrate how Vancouver’s Official Development Plan (ODP) is consistent with the Regional Growth Strategy, Metro 2050, and advances regional goals.

This Regional Context Statement hereby permits Council consideration of amendments to the Vancouver ODP to adjust the boundaries of regional land use designations within the Urban Containment Boundary or to adjust the boundaries of Urban Centres or Frequent Transit Development Areas as allowable under the flexibility provisions of sections 6.2.7 and 6.2.8 of Metro 2050.

Metro 2050 Targets

The following section outlines the ODP directions and policies that demonstrate Vancouver’s contribution to reaching the regional federation’s regional growth strategy targets.

Metro 2050 Regional Targets

Goal 1 Create a Compact Urban Area Targets		
Policy with Target	Applicable ODP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), 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	Projections (population, employment) - See Part 1, Introduction and Overview (Vancouver is the core of a growing region), and table below. Accommodating growth within the Urban Containment Boundary (UCB): see Part 4, Future Growth (Map 2: Urban Structure Strategy, and Map 4: Generalized Land Use map), and Map A1: Regional Land Use Designations and Overlays, showing the UCB.	All lands except Agricultural lands are within the Urban Containment Boundary (UCB) in Vancouver. The Urban Structure Strategy directs growth to lands within the UCB. The Generalized Land Use (GLU) Designations reflect underlying area plans and rezoning policies, and also focus growth within the UCB. See table outlining projections below.

	2024	2030	2040	2050
Population	756,000	815,100	920,000	998,200
Dwelling Units	336,400	382,500	436,100	476,700
Employment	492,600	524,300	582,900	619,200

Based on Metro Vancouver Projections – high growth scenario

Policy with Target	Applicable ODP Policies	Supplementary Information
1.2.23 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 (Metro 2050; 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%	Projections (population, employment) – See Part 1, Introduction and Overview (Vancouver is the core of a growing region). Focused Growth – See Part 4, Future Growth (Urban Structure Strategy and Generalized Land Use Designations), and table below.	The Urban Structure Strategy and GLU designations direct highest density uses to the Metro Core/Broadway (the Metro Core Urban Centre) and Municipal Town Centre neighbourhoods. The Urban Structure Strategy also identifies Rapid Transit Areas as neighbourhoods for focused growth. Parts of these are designated as Frequent Transit Development Areas (FTDAs) and within Major Transit Growth Corridors, as shown on Map A1: Regional Land Use Designations and Overlays. Per Provincial legislation, new growth areas exist near transit in Transit Oriented Areas (TOAs) across the city, and are reflected in Generalized Land Use designations. Due to their unique contexts (e.g., significant industrial lands, hazardous and environmentally sensitive conditions, and/or infrastructure constraints), not all TOAs or Rapid Transit Areas have been designated as FTDAs. Ongoing implementation of the Vancouver ODP, including area planning for Rapid Transit Areas, may lead to the designation of new FTDAs and will contribute to the Metro 2050 dwelling unit and employment targets.

Urban Centres and FTDAs	% Growth from 2025 to 2050	
Metro Core	Dwellings	34%
	Jobs	54%
Oakridge Municipal Town Centre	Dwellings	4%
	Jobs	8%
Frequent Transit Development Areas (2)	Dwellings	4%
	Jobs	2%

Policy with Target	Applicable ODP Policies	Supplementary Information
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent 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 (Metro 2050; 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 1.2.12 (Metro 2050).	Focus and manage growth and development in Urban Centres and Frequent Transit Development Areas (FTDAs) – See Part 4, Future Growth, Map 2: Urban Structure Strategy, Table 1: Neighbourhood type guidelines, and Map A1: Regional Land Use Designations and Overlays.	See above. Additionally, significant growth is anticipated within the Metro Core Urban Centre, the Municipal Town Centre and the smaller FTDAs shown on Map A1. The Urban Structure Strategy focuses growth within these areas, and includes density targets aligned with the Table 3 in Metro 2050 (see Table 1: Neighbourhood type guidelines).

Goal 3 Protect the Environment, Address Climate Change, and Respond to Natural Hazards Targets

Policy with Target	Applicable ODP 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.	Increase area of lands protected for nature – See Part 5 4. Ecology, Policies 4.1.1, 4.2.1, 4.2.5, 4.3.1, and 4.3.2. Increase regional tree canopy cover within the Urban Containment Boundary – See Part 5 4. Ecology, Policies 4.2.1, 4.2.3, 4.2.4 and 4.3.4.	Part 5 4. Ecology, identifies existing ecological attributes and environmentally sensitive areas (ESAs). One of the ODP directions (4.3) is to Protect Nature, through establishing and strengthening guidelines, processes and requirements to ensure existing ESAs are considered for enhancement and protection during development. Another direction (4.2), Make Space for Nature, seeks to increase the area of lands supporting nature through establishing and expanding an ecological network, made up of corridors connecting existing ecological attributes. Mapping ESAs was an important first step in identifying lands for protection. City staff continue to work with Metro Vancouver on initiatives supporting ecological protection and will work towards identifying a target for lands protected for nature appropriate to Vancouver's urban context. Through Policy 4.2.3, the City seeks to grow the urban forest canopy coverage to 30 percent by 2050 through protecting, managing and enhancing the urban forest. Given the high proportion of dwelling and job growth focused in Vancouver, the City's target of 30 percent tree canopy coverage

		is ambitious and will contribute towards regional goals of enhancing the canopy coverage within the Urban Containment Boundary.
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;	Greenhouse gas emission reduction targets – See Part 5 3. Climate, policies 3.1.1, 3.1.2.	The City has a greenhouse gas emission reduction target of 50 percent below 2007 levels by 2030, and carbon neutrality before 2050. This reflects a more rapid decrease than the regional target, which would result in less emissions overall. Vancouver's ODP refers to the City's Climate Emergency Action Plan, which outlines emissions reduction pathways, including advancing complete communities and sustainable transportation. The pathways in the plan are also embedded in the Urban Structure Strategy, GLU designations, and Transportation and Utilities chapters of the ODP.

Goal 4 Provide Diverse and Affordable Housing Choices Target		
Policy with Target	Applicable ODP 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)	Part 5 1. Housing, policies 1.1.2, 1.2.1, 1.2.2, 1.4.1, and 1.6.1.	Building on the Housing Vancouver Strategy, adopted in 2017 and continuously implemented since, the Housing Vancouver 10-year housing targets were updated in June 2024, targeting 83,000 net new approved housing units. Nearly three-quarters (61,600) will be for renters, of which about 25 percent (15,500) will be at below-market rates. The majority of units at below-market rates will meet Metro 2050's definition of affordable rental and count towards this goal. The majority of new rental housing in Vancouver is enabled and implemented through area plans and applicable rezoning policies, both of which are primarily located within Urban Centres and FTDA's.

Metro 2050 Goal 1: Create a Compact Urban Area

The Vancouver ODP focuses growth within the Urban Containment Boundary, particularly in Urban Centres and Frequent Transit Development Areas (FTDAs). Implementation of the Vancouver ODP (e.g., through existing and future area plans and changes to zoning regulations) will create resilient, healthy, connected, and complete communities that service the projected population, housing, and employment growth over the coming decades.

Goal 1 Targets		
Policy with Target	Applicable ODP Policies	Supplementary Information
1.1.9 b) Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), 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	See Targets section above	See Targets section above
1.2.23 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 (Metro 2050; Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas)	See Targets section above	See Targets section above
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%		
1.2.23 b) ii) include policies and actions for Urban Centres and Frequent 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 (Metro 2050; 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 1.2.12 (Metro 2050).	See Targets section above	See Targets section above

Strategy 1.1: Contain urban development within the Urban Containment Boundary

Policy 1.1.9	Section	Policy	Applicable ODP Policies
	Adopt Regional Context Statements that:		
	a)	Depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Metro 2050; Map 2)	See Map A1: Regional Land Use Designations and Overlays
	b)	Provide member jurisdiction population, dwelling unit, and employment projections, with reference to guidelines contained in Table 1 (Metro 2050), 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	See Targets section above
	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	Policy 10.1.4 commits the City to continued coordination with Metro Vancouver Liquid Waste Services and Metro Vancouver Water Services.
	d)	Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports, to minimize potential exposure of residents to environmental noise and other harmful impacts	Policies in Part 5 2. Economy integrate economic development, including by supporting the Vancouver Fraser Port Authority Land Use Plan (2.1.5), protecting and intensifying industrial and employment areas (2.2.1), and protecting these areas from infringement of residential uses (2.2.3). Policies in Part 5 12. Hazardous Lands and Risk Reduction seek to reduce risk and minimize exposure of residents to environmental noise and other harmful impacts (12.2.1-12.2.6).

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

Policy 1.2.23	Section	Policy	Applicable ODP 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 (Metro 2050; Dwelling Unit and Employment Growth Targets for	See Targets section above

		Urban Centres and Frequent Transit Development Areas)	
	b)	include policies and actions for Urban Centres and Frequent Transit Development Areas that:	See below
	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 (Metro 2050)	See Map A1: Regional Land Use Designations and Overlays
	ii)	focus and manage growth and development in Urban Centres and Frequent Transit Development Areas consistent with guidelines set out in Table 3 (Metro 2050; 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 1.2.12 (Metro 2050	See Targets section above
	iii)	encourage office development to locate in Urban Centres through policies, economic development programs, or other financial incentives	Policies FG1.4.2 and FG1.5.2 direct job space to the Metro Core/Broadway and the Municipal Town Centre neighbourhoods (both Urban Centres). The Business Districts GLU designation applies within the Metro Core /Broadway area, affirms the regional role these areas play as key centres for job space, and limits residential uses. Policy 2.2.6 also protects capacity for growth in office space in Business Districts such as Downtown and Central Broadway.
	iv)	support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDA's and consider the use of parking maximums	Vancouver eliminated minimum parking requirements for all land uses in 2024. Transportation policy 5.1.5 calls for additional policies that disincentivize driving (e.g., shared district parking, limiting parking supply). Policy 5.2.7 calls for strategies that prioritize walking, biking, transit, and public space on streets over parking, while considering persons with disabilities and others with essential parking needs.
	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	Part 4, Future Growth, focuses significant growth within the Metro Core and Municipal Town Centre, and also identifies Rapid Transit Areas that generally align with the Major Transit Growth Corridors of the RGS. This Urban Structure Strategy will inform future area planning. Growth is also enabled in TOAs. Policies throughout the ODP ensure that equity is considered, tenants are protected, and social connectedness is supported.

		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	Policies FG1.5.6, FG1.6.10, FG1.7.9 call for amenities within different centre types, including childcare. Table 1 on neighbourhood type guidelines also calls for childcare across a range of neighbourhood types. Policy 6.1.2 calls for integrating childcare in all suitable areas of the city.	
vii)	consider the implementation of green infrastructure	The ODP calls for natural climate solutions that buffer impacts of climate change, sequester carbon, and improve biodiversity (policy 3.2.2) and includes resilience as a foundational principle. In alignment with the City's Rain City Strategy and building on green infrastructure successes in the city, the ODP calls for green infrastructure to be expanded via expanding greenways (5.2.4), implementing a blue green network of park-like streets (4.2.1, 10.2.2), and integrating within public rights-of-way and water-adaptive public spaces (10.2.1, 10.3.1), with a particular emphasis on integrating green space for rainwater and urban drainage in the Metro Core/Broadway area (FG1.4.7).	
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	Part 6. Implementation, identifies that the City will develop infrastructure and amenity plans to guide public investment to service growth and manage assets. These plans will be informed by the Urban Structure Strategy and growth projections of the ODP, as well as existing levels of service, infrastructure deficits, and financial capacity. Policy FG1.10.2 also calls for service improvements to be prioritized for areas of the city with the highest unmet need.	
ix)	support the provision of community services and spaces for non-profit organizations	Policy FG1.4.3 prioritizes supporting small businesses and non-profits to remain in downtown neighbourhoods. Policies throughout the ODP call for support for affordable spaces for small businesses, community-serving spaces, and non-profit organizations (e.g., 2.3.3, 2.3.4, 8.2.4, as well as community-serving space policies in Part 5 7. Community Infrastructure), as well as the provision of services and supports to people experiencing and at risk of homelessness (1.3.1).	
x)	consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial	Policy 2.2.1 protects and supports intensification of industrial and employment areas. Policy 2.2.6 calls for additional office spaces and hotels in the Downtown as well as Central Broadway (with the Metro Core Urban Centre).	

xi)	take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas	Policy FG1.2.3 suggests allowing for more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air quality. Policy 5.2.3 calls for reimagining arterials to be safe and livable while efficiently moving people and goods, reducing the impacts of polluting vehicles and optimizing goods movement. Policy 5.1.3 encourages locating shops, services, businesses and housing along greenways. Policy 12.2.6 calls for developments located in areas exposed to environmental health hazards such as noise and air emissions, including near major transportation corridors, to incorporate enhanced construction techniques and thoughtful site design, including consideration of separation and buffering where appropriate.
c)	Include policies for General Urban lands that:	<i>See below</i>
i)	identify General Urban lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	<i>See Map A1: Regional Land Use Designations and Overlays</i>
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	The Urban Structure Strategy of the Vancouver ODP reinforces the Metro Core/Broadway as a central area for major office, hotel, cultural and retail-commercial space (FG1.4.2) as well as arts and cultural spaces (FG1.4.8). Other Urban Structure Strategy policies seek to create complete neighbourhoods (e.g., accommodating amenities within Rapid Transit Areas and neighbourhood centres - FG1.6.10, FG1.7.9), but do not focus major trip-generating uses outside of Urban Centres and FTDA's.
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;	The Urban Structure Strategy of the ODP (policies FG1.6.2, FG1.7.2, FG1.8.2, FG1.9.1 and FG1.9.2) calls for intensifying Missing Middle Housing (multiplex, townhouse and low-rise housing) in Multiplex Areas and Villages (as well as allowing these housing options in higher density neighbourhoods). This vision is echoed in Map 5: Housing Opportunities. The Generalized Land Use (GLU) map allows multiplex and townhouse forms in all Residential areas, and low-rise in many. Area Planning is underway for Villages, and the GLU will be updated to reflect the outcome of that planning process when it is complete.
iv)	encourage neighbourhood-serving commercial uses	Policies FG1.5.3, FG1.7.4, FG1.8.3, FG1.9.2 encourage local-serving shops, streets and areas for complete neighbourhoods. The GLU supports retail, office, and compatible service uses as complementary uses in Residential areas.

	d)	with regards to Actions 1.2.15 and 1.2.23 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	Non-residential major trip-generating uses are understood to mean significant office or business park uses, 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	Map A1: Regional Land Use Designations and Overlays identifies the FTDAs within the city. The new FTDA site is within a Major Transit Growth Corridor. Additional and/or expanded FTDAs will be considered as implementation of the Urban Structure Strategy through area planning continues.
	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	Policy 5.3.1 calls for collaboration with the local Nations to improve transportation options and transit connections to Musqueam, Squamish and Tsleil-Waututh developments and First Nation reserves. Policy 5.3.3 supports cross-boundary regional collaboration on transit.

Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities

Policy 1.3.7	Section	Policy	Applicable ODP Policies
	Adopt Regional Context Statements that:		
	a)	support compact, mixed use, transit, walking, cycling and rolling-oriented communities	Part 5 5. Transportation includes a range of policies focused on supporting a shift towards sustainable transportation modes, including through land use and urban design, and people-first streets.
	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	The Urban Structure Strategy in Part 4, Future Growth, aligns density with transit. The Strategy calls for a range of amenities and services in Metro Core/Broadway, the Municipal Town Centre, Rapid Transit Areas, as well as Neighbourhood Centres and more local-serving shops and services in Villages (e.g., FG1.4.8, FG1.5.3, FG1.5.6, FG1.6.10, FG1.7.4, FG1.7.9, FG1.8.3, FG1.8.4). These uses are in turn permitted through the Generalized Land Use Designations that apply in these areas.
	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	Part 5 9. Parks and Public Space, includes a range of policies around growing and enhancing the network of parks and public space (policies in Direction 9.3), designed and programmed with various features and amenities.

	d)	respond to health and climate change-related risks by providing equitable access to:	<i>See below</i>
	i)	recreation facilities	Policy 7.3.1 calls for equitable delivery of services by protecting, renewing, and upgrading facilities and assets (e.g., community centres, recreational facilities, and public washrooms) in alignment with growth. Policy FG1.10.2 also prioritizes equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards.
	ii)	green spaces and public spaces (e.g., parks, trails, urban forests, public squares, etc.)	Policy 9.2.2 prioritizes underserved areas and communities when identifying parks and public space projects and investments. Policy 9.2.4 calls for equitable delivery of park services by protecting, acquiring and renewing parks in alignment with evolving needs. Part 5 4. Ecology includes an Ecological Network Vision of Environmentally Sensitive Areas and ecological corridors, and policy directions to make space for nature, including policy 4.4.2 to ensure the network and natural areas are equitably distributed and accessible to every resident in Vancouver, while also balancing recreational, cultural and environmental needs. Policy 5.2.4 also calls for amplifying the greenway network as car-light and car-free corridors, providing public spaces with green infrastructure functions.
	iii)	safe and inviting walking, cycling, and rolling environments, including resting spaces with tree canopy coverage, for all ages and abilities	Part 5 5. Transportation, includes policies on creating people-first streets, such as policy 5.2.1 and 5.2.2, which call for providing greater connections to and through neighbourhoods and to key destinations, to support safety and comfort for walking, rolling, and biking. Policy 5.2.4 calls for amplifying and intensifying the greenway network as car-light to car-free corridors for active transportation and recreation, providing a high-quality, continuous experience with public spaces, ecological and green infrastructure functions. Policy FG1.4.7 also calls for improved tree canopy within the Metro Core/Broadway area, especially in the DTES and other areas that are currently deficient. Part 5 4. Ecology includes an Ecological Network Vision that is strongly aligned with regional and local greenway networks, and notes opportunities to build this network through transforming road space.
	e)	support the inclusion of community gardens (at-grade, rooftop, or on balconies), grocery stores and farmers'	Part 4 Future Growth, Urban Structure Strategy policies support improving food access across neighbourhoods.

	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	Part 5 11. Food Systems, addresses improving food access, enhancing food production, supporting and strengthening food supply chains, and leveraging new development and community infrastructure to integrate food assets. Policies 9.3.1 and 9.5.4 also speak to supporting food security on public lands.
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	Policy FG1.10.2 calls for prioritizing equity-focused risk reduction and service improvement planning in areas of the city with the highest unmet need that often face the highest risk to any hazards. Policy 3.2.5 suggests consideration of public health impacts of a changing climate in the development and renewal of the built environment. Policies in Part 5 12. Hazardous Lands and Risk Reduction seek to reduce risk and minimize health impacts from hazards (12.2.1-12.2.6).
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	Various Urban Structure Strategy policies call for improvements to public realm in different neighbourhood types. Policy FG1.3.6 calls for design guidelines to promote placemaking, livability and sustainability. Part 5 9. Parks and Public Space, includes policies on inclusive public life, as well as universal, safe design. Part 5 5. Transportation includes policies on people-first streets that integrate universal accessibility.
h)	consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDA's, and other local centres	Reconciliation is a foundational principle of the Vancouver ODP, and there are policies throughout multiple chapters on advancing Indigenous cultural visibility in the public realm. Policy 7.1.4 in Part 5 7. Community Infrastructure calls for partnerships and statements of cultural significance for any City-delivered and City-supported facilities located in areas of existing cultural redress initiatives and future redress initiatives. Part 5 8. Arts, Culture and Heritage, calls for meaningful and respectful stewardship of tangible and intangible heritage resources, in particular supporting Indigenous and equity-denied communities' perspectives and approaches. Policy 8.3.1 prioritizes and supports the local Nations' visibility, voice and cultural practices across the city through public art, revitalization of hən̓qəmiṇəm and Skwxwú7mesh languages, cultural spaces and programming, educational initiatives, and design, as led by the local Nations. Policy 8.3.3 calls for expanded planning tools to protect tangible and intangible heritage assets, heritage values, and historic places with a focus on ethno-cultural community areas and cultural redress areas.

Strategy 1.4: Protect Rural lands from urban development

Section	Policy	Applicable ODP Policies	
Policy 1.4.3	Adopt Regional Context Statements that:		
	a)	identify Rural lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	N/A
	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	N/A
	c)	specify the allowable density and form, consistent with Action 1.4.1, for land uses within the Rural regional land use designation	N/A
	d)	prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve	N/A
	e)	support the protection, enhancement, restoration, and expansion of ecosystems identified on Map 11 (Metro 2050) to maintain ecological integrity, enable ecosystem connectivity, increase natural carbon sinks and enable adaptation to the impacts of climate change	N/A

Metro 2050 Goal 2: Support a Sustainable Economy

The Vancouver ODP identifies industrial and employment areas for protection (including all regionally-designated Industrial lands), intensification, and expansion. Policies of the ODP support creating an economy that works for all, providing space for economic opportunities and support for local workers, employers, and entrepreneurs. The ODP directs jobs towards Urban Centres and FTDAs, as well as other transit-oriented locations, with local-serving commercial uses throughout all neighbourhoods.

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

Section	Policy	Applicable ODP Policies
Policy 2.1.10	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

Strategy 2.2 Protect the supply and enhance the efficient use of Industrial land

Section	Policy Text	Applicable ODP Policies
Policy 2.2.9	Adopt Regional Context Statements that:	
	a)	identify the Industrial and Employment lands and their boundaries on a map generally consistent with Map 7 (Metro 2050)
	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:
	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	The Industrial and Employment GLU designation protects these lands for manufacturing, service, transportation and storage, utility and communication, wholesale, and office uses. Policy 2.2.3 calls for modernizing and increasing flexibility of permitted uses in industrial areas and ensuring no net loss of industrial development capacity within the city. See also Zoning and Development By-law for further details.
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	See above, as well as policies 2.2.1, 2.2.3, 2.2.5, and 2.2.8 on protecting and expanding industrial and employment areas, and policy 2.5.3 on modernizing land use policy and building regulations to facilitate emerging business models.
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	The City's Parking By-law no longer includes minimum parking requirements for industrial uses.
vi)	explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning	Part 5 2. Economy, includes a range of policies relating to industrial strategies and economic development, such as policies on supporting Vancouver to continue to thrive as the regional job centre, protecting and expanding employment and industrial areas, creating affordable economic spaces, encouraging local-serving and small businesses, creating a supportive business environment, and advancing accessible and equitable economic opportunities.
vii)	provide infrastructure and services in support of existing and expanding industrial activities	Policy 2.1.5 supports the Vancouver Fraser Port Authority Land Use Plan to aid industrial goods movement and viability of logistical lands and infrastructure. Policy 2.2.2 calls for transportation planning that considers and supports the needs of industrial goods movement.
viii)	support the unique locational and infrastructure needs of rail-oriented, waterfront, and trade-oriented industrial uses	See above. Additionally, policy 2.1.6 calls for working with partners to realize the potential of the Central Waterfront District as a transportation hub, tourism and hotel node, and employment area.
ix)	consider the preparation of urban design guidelines for Industrial land edge planning,	Policy 12.2.6 calls for developments exposed to environmental hazards such as noise and air

	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	emissions to incorporate enhanced construction techniques and thoughtful site design, including consideration of separation and buffering where appropriate. Policy 2.2.4 encourages appropriate design of any intensification or development of industrial lands near environmentally sensitive areas.
x)	do not permit strata and/or small lot subdivisions on identified Trade-Oriented lands	N/A
d)	include policies for Employment lands that:	<i>See below</i>
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	The Industrial and Employment land use designation in Part 4, Future Growth, protects these lands for commercial and industrial uses. Part 5 2. Economy, supports intensification and expansion of employment areas (policies 2.2.1 to 2.2.8). See also Zoning and Development By-law for further details.
ii)	allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the regional growth strategy	Part 4, Future Growth, includes an Industrial and Employment GLU designation, and allows certain retail uses, including large format retail, in regionally-designated Employment lands. See also Zoning and Development By-law for further details.
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	Part 4, Future Growth, Urban Structure Strategy reinforces the Metro Core/Broadway as a central area for major office, hotel, cultural and retail-commercial space (FG1.4.2) as well as arts and cultural spaces (FG1.4.8). Other Urban Structure Strategy policies seek to create complete neighbourhoods (e.g., accommodating amenities within Rapid Transit Areas and neighbourhood centres - FG1.6.10, FG1.7.9), but do not focus major trip-generating uses outside of Urban Centres and FTDA's. The Business Districts GLU designation supports regional role of these areas (within the Metro Core Urban Centre) as key centres for jobs space, supporting office and uses and not establishing a height limit.
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	Policy 2.2.1 calls for protecting and intensifying industrial/employment areas to provide spaces for production, distribution, and repair activities that cannot take place elsewhere. The Urban Structure Strategy directs highest densities to the Metro Core/Broadway and the Municipal Town Centre. High densities are also

	transit generating uses, possibly with goods movement needs and impacts, are located elsewhere	supported in Rapid Transit Areas, including intensification of employment lands (e.g., policy FG1.6.3 calls for ground floor retail-commercial and office above close to the transit station and exploring opportunities to introduce compatible industrial uses).
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.	Part 4, Future Growth, Industrial and Employment land use designation description allows for consideration of limited residential uses in the circumstances described in the regional plan. See also Zoning and Development By-law for further details.
e)	include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems	Part 5 3. Climate, focuses on eliminating carbon pollution from all sources, including emissions from businesses. Regarding mitigating impacts to ecosystems, policy 2.2.4 seeks to ensure intensification of industrial lands near Environmentally Sensitive Areas responds to the ecological vision. Part 5 4. Ecology, further protects Environmentally Sensitive Areas (from commercial uses as well as other types of development). Policy 10.4.2 encourages zero-waste practices for businesses.
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; Metro 2050)	Part 5 12. Hazardous Lands and Risk Reduction, identifies lands subject to hazardous conditions, many of which are amplified by climate change, and provides policies for guiding development (commercial, industrial, and other) on these lands. The Resilient Vancouver Strategy, referred to in the ODP, includes more detailed recommendations for supporting businesses as part of resilient neighbourhoods, such as by convening business recovery roundtables and creating neighbourhood resilience labs for residents and businesses.

Strategy 2.3 Protect the supply of agricultural land and strengthen Agricultural viability

Section	Policy	Applicable ODP Policies
Adopt Regional Context Statements that:		
a)	specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map generally consistent with Map 8 (Metro 2050)	See Map A1: Regional Land Use Designations and Overlays for lands with the regional Agricultural designation, and Map 6: Employment Area Opportunities, for the boundaries of the Agricultural Land Reserve.
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	Part 5 11. Food Systems, includes policies calling for improved food access, including via farmers markets (11.1.1), as well as policies supporting the strengthening of Vancouver’s food supply chains (11.1.3). Policy 2.6.1 encourages a wide variety of markets in the city, including food markets, to serve diverse vendors, customers, and residents across the livelihood continuum.
c)	include policies that protect the supply of Agricultural land and strengthen agriculture viability including those that:	See below
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	Part 4, Future Growth, assigns an Agricultural GLU designation to agricultural lands, and protects these lands for agricultural uses.
ii)	encourage the consolidation of small parcels and discourage the subdivision and fragmentation of Agricultural land	Part 5 11. Food Systems supports food production within agricultural lands as well as within urban areas, given Vancouver’s urbanized context and fragmentation of the limited agricultural lands within the city.
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 collaboration with other governments and agencies	Agricultural land in Vancouver is in the floodplain, and flood construction level requirements apply to residential uses (see Vancouver Building By-law). Policy 11.1.5 calls for addressing climate change through food system interventions. Additional policies call for action on climate change adaptation and improvements of policies and regulations over time (policy 3.2.1 and 12.2.2).
iv)	protect the integrity of Agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to Agricultural operations through activities such	Part 5 11. Food Systems supports food production within agricultural lands as well as within urban areas, given Vancouver’s

Policy 2.3.13		as screening, physical buffers, roads, or Development Permit area requirements	urbanized context and fragmentation of the limited agricultural lands within the city.
	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 <i>Agricultural Land Commission Act</i>	Policy 11.1.1 supports food-related retail and services. Policy 11.1.3 supports strengthening food supply chains.
	vi)	align policies and regulations, where applicable, with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations	See Zoning and Development By-law.
	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	Policy 2.1.1 encourages diversification of jobs and sectors. Policies in Part 5 11. Food Systems, support the development of an equitable and resilient food system, including by supporting local food production.

Metro 2050 Goal 3: Protect the Environment, Address Climate Change, and Respond to Natural Hazards

The Vancouver ODP includes resilience as a foundational principle to the Plan, and weaves resilience-related policies throughout all chapters. The ODP also includes Climate chapter focused on reducing carbon pollution and promoting climate adaptation. The Ecology chapter supports ecosystem protection and resilience, through identifying Environmentally Sensitive Areas, establishing an Ecological Network Vision to restore connectivity, and building a policy framework to protect and make space for nature. The Hazardous Lands and Risk Reduction chapter identifies lands subject to hazardous conditions, many of which are amplified by climate change, and sets up policy to continue to carefully manage development on these lands, incorporate hazardous lands into area planning, and adapt at-risk buildings and infrastructure.

Goal 3 Targets

Policy with Target	Applicable ODP 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.	See Targets section above	See Targets section above
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;	See Targets section above	See Targets section above

Strategy 3.1: Protect and enhance Conservation and Recreation lands

Policy 3.1.9	Section	Policy	Applicable ODP Policies
	Adopt Regional Context Statements that:		
	a)	identify Conservation and Recreation lands and their boundaries on a map generally consistent with Map 2 (Metro 2050)	See Map A1: Regional Land Use Designation and Overlays.
	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:	See below
	i)	drinking water supply areas	In Part 4, Future Growth, areas with the regional designation of Conservation and Recreation are designated Parks and Open Spaces. Permitted uses include parks and playgrounds and
	ii)	environmental conservation areas	

iii)	wildlife management areas and ecological reserves	compatible cultural and recreation uses. Residential development is not permitted in this designation. Conservation and Recreation lands are designated as Environmentally Sensitive Areas in the Ecology chapter. This designation recognizes the value of these and other parks and open spaces for local ecosystem protection.
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 vegetation surrounding wetlands, lakes, streams, and rivers)	
vii)	ecosystems not covered above that may be vulnerable 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:	See below
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	Conservation and Recreation lands are protected for parks and open space uses through their GLU designation and through their inclusion as Environmentally Sensitive Areas. Policies 4.3.1 to 4.3.6 seek to protect ecosystems and manage growth around them.
ii)	encourage the consolidation of small parcels, and discourage subdivision and fragmentation of lands with a Conservation and Recreation regional land use designation.	Conservation and Recreation lands in Vancouver are predominantly publicly-owned and not at risk of subdivision or fragmentation.

Strategy 3.2: Protect, enhance, restore, and connect ecosystems

Section	Policy Text	Applicable ODP 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	See Targets section above
b)	refer to Map 11 (Metro 2050) or more detailed local ecological and cultural datasets and include policies that:	Part 5 4. Ecology includes a map of Environmentally Sensitive Areas. This map includes all areas mapped in Map 11 in Metro 2050 - Metro Vancouver's Sensitive Ecosystem Inventory - and additional natural areas identified from a city-wide ecological inventory and assessment.
i)	support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions	Part 5 4. Ecology, includes a range of policies supporting protection and enhancement of Environmentally Sensitive Areas and the restoration of ecosystems and ecosystem connectivity through an Ecological Network Vision (policies 4.1.1, 4.2.1, 4.2.3, 4.2.4, 4.2.5, 4.3.1, 4.3.2, 4.3.3, 4.3.5, 4.3.6).
ii)	seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network	The Ecological Network Vision provides a foundation to protect, connect and restore ecosystems. Part 5 4. Ecology, includes policies on collaborating with local Nations on ecological priorities (policies 4.1.2, 4.3.5, 4.4.1), as well as collaborating across jurisdictions in complex areas such as marine and shoreline environments (policy 4.1.4). The Ecological Network Vision, as well as the Blue Green Network, includes consideration of ecological assets in adjacent municipalities, is informed by Metro Vancouver's Sensitive Ecosystem Inventory and Ecosystem Connectivity Evaluation and aligns with efforts to improve regional ecological connectivity.
iii)	discourage or minimize the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity	Policies 4.2.5 and 4.3.1 encourage enhancement and restoration of ecological features on private property to support biodiversity and connectivity across natural areas.
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.	Policies 4.1.1 and 4.3.1 call for the creation of additional policies and regulations to protect Environmentally Sensitive Areas. Policy 4.2.5 also calls for strengthened policies and regulations to create naturally managed areas on private property, to enhance connectivity.
c)	Include policies that:	See below

i)	support the consideration of natural assets and ecosystem services in land use decision-making and land management practices	Part 5 4. Ecology supports consideration of natural assets and ecosystem services in land use decision-making, including direction to embed ecosystems in planning (4.1.1, 4.2.5, 4.3.1), and policy to develop and incorporate economic valuation of ecosystem system services into city financial processes (4.3.6).
ii)	enable the retention and expansion of urban forests using various tools, such as local tree canopy 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	Policies 4.2.3 and 4.2.4 call for expansion of the urban forest canopy cover, as adopted under the City's Urban Forest Strategy, and use of tools such as zoning, servicing and subdivision by-laws, and upgraded street designs to provide more space for permeability, quality soil, and increased tree canopy across the city. Policy 4.3.4 calls for protecting soil to protect the urban forest and hydrological cycle.
iii)	reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans	Policy 4.3.1 calls for strengthened guidelines and processes for Environmentally Sensitive Areas. Policy 4.2.5 calls for strengthened policies and regulations to create and restore naturally managed areas on private properties to increase biodiversity. Policy 4.3.4 specifically notes the need to protect urban soil to support canopy cover. The City also has an Integrated Pest Management policy.
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	Map 9: Long-Term Greenway Network provides a vision for active transportation corridors, including the Regional Greenway Network. The Ecological Network Vision is aligned with regional and city greenway networks and policy 5.2.4 calls for greenways to include ecological and green infrastructure functions.
v)	support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives.	Part 5 4. Ecology, advances ecological planning. Part 5 10. Utilities, includes a focus on watershed-based approaches to water and rainwater management. The City has an Integrated Rainwater Management Plan as well as a Rain City Strategy that includes targets for capturing and cleaning rainwater. The Ecological Network Vision is aligned with blue green systems, which are planned along surface water flow paths to create larger green rainwater infrastructure facilities. Policy 4.2.2 recognizes the inter-relationship between natural areas and the health of Vancouver's water systems.

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

Section	Policy	Applicable ODP 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	See Targets section above
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:	Policy 3.1.2 calls for reducing carbon pollution through implementing the City's Climate Emergency Action Plan, including advancing complete, walkable neighbourhoods; active transportation and transit; zero emission vehicles; zero emission space and water heating in new and existing buildings; low-carbon construction practices and materials; and renewable energy. Policy 3.2.2 calls for natural climate solutions that buffer impacts of climate change, sequester carbon, and improve biodiversity.
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; and	In addition to the above, the Urban Structure Strategy in Part 4, Future Growth, includes a suite of policies aimed at creating complete neighbourhoods and focusing growth near transit, such that emissions from buildings and transportation are reduced.
ii)	community design, infrastructure, and programs that encourage transit, cycling, rolling, and walking	In addition to the above, all policies in Part 5 5. Transportation seek to reduce emissions from transportation, for example by enhancing the transit and greenway networks, and shifting to streets for people.
c)	focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along Major Transit Growth Corridors	The Urban Structure Strategy in Part 4, Future Growth, includes policies on locating amenities in the Metro Core/Broadway Urban Centre (policy FG1.4.5, FG1.4.8), the Municipal Town Centre (FG1.5.6), and Rapid Transit Areas (FG1.6.10).

Policy 3.3.7

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 ODP Policies
	Adopt Regional Context Statements that:		
	a)	include policies that minimize risks associated with 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	Part 5 3. Climate, includes policies on building resilience to climate change (3.2.1 - 3.2.5). Part 5 12. Hazardous Lands and Risk Reduction, also includes policies on mitigating risks from hazards, many of which are amplified by climate change. The City also has additional programs, policies and regulations aimed at increasing resilience to climate change (e.g., floodplain and building cooling requirements in the Vancouver Building By-law).
	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	Part 5 12. Hazardous Lands and Risk Reduction maps known hazardous areas. Policy 12.2.2 calls for continuing to require additional studies or information to determine suitability for development (e.g., geotechnical and hydrogeological studies) and to identify potential risk mitigation measures for development within hazardous areas (e.g., building to the minimum flood construction level); and improving regulations over time. Policy 12.2.3 calls for hazardous lands to be considered in area plans, including considering limiting development on lands subject to hazardous conditions, or strategically allowing for redevelopment or changes in use where existing infrastructure or development is particularly vulnerable to risk. See also Vancouver Building By-law.
Policy 3.4.6	Section	Policy	Applicable ODP Policies
		Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services.	Policy 12.2.1 calls for the City to coordinate efforts, internally and with partners, to manage hazards and embed resilience in land use planning as well as planning and location decisions for new municipal utilities, assets, operations, and community services.

Policy 3.4.7	Section	Policy	Applicable ODP Policies
		Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.	Vancouver's ODP establishes resilience as a foundational principle, which is then integrated into policies on climate change mitigation and adaptation, hazardous lands, ecology, community infrastructure, and more. Policies 12.2.1 and 12.2.3 squarely integrate proactive risk mitigation into land use planning.
Policy 3.4.8	Section	Policy	Applicable ODP Policies
		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.	The City continues to advance policy on climate change and natural hazards, building on research, standards, and guidelines as well as context-specific data and community and First Nations input. Part 5 12. Hazardous Lands and Risk Reduction, calls for that work to continue.

Metro 2050 Goal 4: Provide Diverse and Affordable Housing Choices

The Vancouver ODP includes a key focus on advancing equitable housing, including by ensuring more affordable housing choices are available to ease the housing affordability crisis. The ODP commits to adding housing near transit as well as transforming low-density neighbourhoods to include housing choice for all income groups and family types. Housing policies address the full range of housing needs and classes, include strong protection for renters and a focus on advancing housing across the continuum.

Goal 4 Targets

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)	See Targets section above	See Targets section above

Strategy 4.1 Expand the supply and diversity of housing to meet a variety of needs

Policy 4.1.8	Section	Policy	Applicable ODP Policies
	Adopt Regional Context Statements that:		
	a)	indicate how you will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment	Part 5 1. Housing, references the City's Housing Needs Report and contains a suite of policies on meeting the various housing needs identified therein.
	b)	articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options	Policies in the Urban Structure Strategy in Part 4, Future Growth, call for a diverse range of housing types in different neighbourhood types (policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2, FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure across all residential areas, including Missing Middle housing types, family-sized homes and affordable rental (Directions 1.2 to 1.6).
	c)	identify policies and actions that contribute to the following outcomes	See below
	i)	increased supply of adequate, suitable, and affordable housing to meet a variety of needs along the housing continuum	The Urban Structure Strategy in Part 4, Future Growth, calls for protecting and creating new affordable housing in different neighbourhood types (policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2,

		FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Part 5 1. Housing, includes a range of policies on increasing the supply of affordable housing to meet diverse needs (1.1.2, 1.2.1, 1.2.2, 1.2.3, 1.2.4, 1.3.1, 1.3.2, 1.3.4, 1.4.1, 1.5.1, 1.5.2, 1.6.1).
ii)	increased supply of family-friendly, age-friendly, and accessible housing	Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure (Directions 1.2 to 1.6). Policy 1.2.4 calls specifically for improved multi-family housing options to better meet the diverse needs of households, including for families with children, intergenerational households, persons with disabilities, and seniors, through improved building design and forms.
iii)	increased diversity of housing tenure options, such as attainable homeownership, rental, co-op housing, rent-to-own models, and cohousing	Part 5 1. Housing, contains a range of policies related to increasing supply of diverse housing types and tenure (Directions 1.2 to 1.6). Policies 1.4.1 and 1.6.1 call specifically for increasing the supply of new purpose-built market, below market rental housing, and social and supportive housing.
iv)	increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit	In Part 4, Future Growth, the Urban Structure Strategy identifies Multiplex areas, as well as Villages, where Missing Middle housing could be added. The Residential Multiplex land use designation supports a range of infill housing forms in low-density neighbourhoods. The Residential Low-Rise designation supports 6 storey forms, or up to 8 storeys within Transit-Oriented Areas. Policy direction 1.2 Geographic Equity in Part 5 1. Housing calls for increasing Missing Middle options, low and high-rise apartments throughout the city.
v)	integration of land use and transportation planning such that households can reduce their combined housing and transportation costs	The Urban Structure Strategy integrates land use and transportation planning, focusing growth near rapid transit and advancing more complete neighbourhoods. In Part 5 5. Transportation, policy 5.1.1 also calls for locating shops, services, businesses, and diverse housing types in areas that can be well-served by walking, rolling, biking, and transit.
vi)	increased social connectedness in multi-unit housing	In Part 5 1. Housing, Policy 1.2.4 calls for improving multi-family options to better meet

Policy 4.1.9			the diverse needs of households through improved building design and forms. Separate design guidelines also support social connectedness.
	vii)	integrated housing within neighbourhood contexts and high quality urban design	The Urban Structure Strategy supports diverse housing types and high quality public realm across neighbourhood types (e.g., policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.6.2, FG1.7.1, FG1.7.2, FG1.8.1, FG1.8.2, FG1.9.1, FG1.10.1, FG1.3.3). Separate design guidelines also support high quality urban design.
	viii)	existing and future housing stock that is low carbon and resilient to climate change impacts and natural hazards	In Part 5 3. Climate, policy 3.1.2 supports low carbon buildings, and policy 3.2.1 calls for reducing the impacts of climate hazards. Policy 12.2.2 in 12. Hazardous Lands and Risk Reduction calls for continued risk mitigation for development in hazardous areas (e.g., construction to the minimum flood construction level in the floodplain). Policy 12.2.4 calls for retrofits to reduce risks and adapt existing buildings.
SectionPolicySupplementary Information Prepare and implement housing strategies or action plans that:			
Policy 4.1.9	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	The Housing Vancouver Strategy, Housing Vancouver 10 Year Targets, and Housing Vancouver 3 Year Action Plan were developed based on housing needs across a continuum of housing types and tenures. The Housing Needs Report will be updated every 5 years as per Provincial legislation to inform ODP updates, area planning and any housing policy and plan. Housing strategies, targets and action plans will be updated periodically depending on latest housing needs assessment overall and for specific population groups, economic and political context, market dynamics, demographic trends, etc.
	b)	are based on an assessment of local housing market conditions, by tenure, including assessing housing supply, demand, and affordability	See response to Policy 4.1.9(a)
	c)	identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, climate change and natural hazards resilience, and key categories of local housing need, including specific	See response to Policy 4.1.9(a)

		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	See response to Policy 4.1.9(a)
Strategy 4.2 Protect tenants and expand, retain, and renew rental housing supply			
Policy 4.2.7	SectionPolicy		Applicable ODP 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)	See Targets section above
	b)	articulate how local plans and policies will mitigate impacts on renter households, particularly during redevelopment or densification of Urban Centres and Frequent Transit Development Areas	Policy 1.6.2 seeks to minimize displacement of renters and ensure residents are able to remain in their neighbourhoods when planning for growth. Policy 1.6.3 promotes replacement and renewal of existing rental housing stock without displacement through City policies and partnerships with Provincial and Federal governments. See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	c)	identify the use of regulatory tools that protect and preserve rental housing	See Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	d)	identify policies and actions that contribute to the following outcomes:	See below
	i)	increased supply of affordable rental housing in proximity to transit and on publicly-owned land	Policies in Part 4, Future Growth direct highest density growth to neighbourhoods with the most transit investment, and call for affordable rental housing in these areas (e.g., policies FG1.4.1, FG1.5.1, FG1.6.1, FG1.7.1, FG1.8.1). Policies 1.2.1 and 1.2.2 in Part 5 1. Housing also support rental and affordable housing near transit and across neighbourhoods.

Policy 4.2.8	ii)	increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss	Part 5 1. Housing, supports renewal and expansion of market and below-market rental housing, as well as the protection of renters (1.2.1, 1.2.2, 1.4.1, 1.4.4, 1.6.1, 1.6.2, 1.6.3).
	iii)	protection and renewal of existing non-market rental housing	See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	iv)	mitigated impacts on renter households due to renovation 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	Policies 3.1.1 and 3.1.2 support reduced emissions from existing and future housing. Policy 12.2.4 encourages partnerships to reduce risks and adapt buildings and infrastructure to hazards like extreme heat.
	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	Part 5 1. Housing, supports renewal and expansion of market and below-market rental housing, as well as the protection of (1.2.1, 1.2.2, 1.4.1, 1.4.4, 1.6.1, 1.6.2, 1.6.3).
	b)	encourage tenant protections and assistance for renter households impacted by renovation or redevelopment of existing purpose-built rental housing	See also response to policy 4.1.9 (a): Housing Vancouver Strategy, 10-year housing targets, 3-year action plan and multiple policies, program as well existing land uses in Part 4, Future Growth, Generalized Land Use, support increasing the rental and affordable rental housing supply, renewal and protection of existing affordable housing stock and mitigation of renter displacement. See also Rental Housing Stock ODP, Tenant Relocation and Protection Policy and Single-Room Accommodation By-law.
	c)	cooperate with and facilitate the activities of Metro Vancouver Housing under Action 4.2.2	Policy 1.1.2 calls for working with other municipalities in Metro Vancouver to promote affordable housing to meet regional needs, and policies 1.1.3, 1.4.2, 1.4.3 and 1.4.4 call for partnerships to deliver funding and programs to meet existing and future housing need.

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 ODP 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	Part 5 1. Housing, Direction 1.3 focuses on homelessness. Policy 1.3.1 and 1.3.2 commits the City to working with non-profit providers, Indigenous organizations, Provincial and Federal governments to provide a diverse range of housing options, emergency services, and supports to people experiencing and at risk of homelessness. Policy 1.3.3 calls for working with Metro Vancouver municipalities and the Provincial government to develop and implement a regional approach to addressing homelessness. 1.3.4 calls for the adoption of supportive land use policies and zoning to ensure residents can access shelters, social and supportive housing in neighbourhoods across Vancouver.
Policy 4.3.8	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	
	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 lower income households	Direction 1.3 in Part 5 1. Housing calls for addressing homelessness and ensuring every person has access to permanent secure housing with a range of diverse supports. The Housing Vancouver Strategy, Housing Vancouver 10 Year Targets, and Housing Vancouver 3 Year Action Plan were developed based on housing needs across a continuum of housing types and tenures. The City collaborates with senior levels of governments through joint strategies (e.g., SRO Investment Strategy), funding agreements (e.g., Housing Accelerator Fund), development partnerships (e.g., Permanent Modular Supportive Housing Initiative with BC Housing), supportive planning and servicing agreement with First Nations, and advocacy to deepen funding for sustained affordable housing.
	b)	identify strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development	See response to policy 4.3.8(a)
	c)	are aligned with or integrate plans to address homelessness, and identify strategies to reduce the total number of households that are in core housing need and populations experiencing or at risk of homelessness	See response to policy 4.3.8(a)

Metro 2050 Goal 5: Support Sustainable Transportation Choices

The Vancouver ODP focuses growth near transit and advances creating complete neighbourhoods where residents are enabled to make most trips by walking, rolling, or transit. The Plan ODP outlines a vision for future transit and greenway network enhancements, consistent with regional plans, and includes a range of policies on creating streets for people, by transforming road space.

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

Section Policy		Applicable ODP Policies
Adopt Regional Context Statements that:		
Policy 5.1.14	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
		The Urban Structure Strategy directs high density development to neighbourhoods in close proximity to transit, and encourages complete neighbourhoods to enable more trips by active transportation and transit (FG1.4.2, FG1.4.4, FG1.5.2, FG1.5.3, FG1.6.4, FG1.6.7, FG1.7.3, FG1.7.4, FG1.8.3). Part 5 5. Transportation, encourages using land use planning and urban design to enable walking, biking, and transit (5.1.1 to 5.1.5), creating streets for people (5.2.1 to 5.2.9), and supporting rapid transit expansion (5.3.3).
	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
		Part 5 5. Transportation includes a variety of policies related to reducing demand for personal vehicles, and policy 5.1.5 specifically calls for disincentivizing driving, while planning for those who rely on vehicles to get around (e.g., shared district parking, limiting parking supply). Vancouver’s Transportation 2040 plan includes more specific policy and strategies on transportation demand management.
	c)	manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, walking, and rolling
		The policies in Part 5 5. Transportation support municipal infrastructure management and enhancement to support transit, multiple-occupancy vehicles, cycling, walking, and rolling, including by orienting streets for people and transit (policies 5.2.1-5.2.9).
	d)	support the transition to zero-emission vehicles
		Policy 3.1.2 calls for implementing the Climate Emergency Action Plan, including by supporting zero-emission vehicles.
	e)	support implementation of the Regional Greenway Network and Major Bikeway Network, as identified in Map 10 (Metro 2050)
		Map 9: Long-Term Greenway Network includes the Regional Greenway Network. Policy 5.2.4 calls for amplifying and intensifying the greenway network as car-light to car-free corridors for active transportation and recreation providing a high-quality, continuous

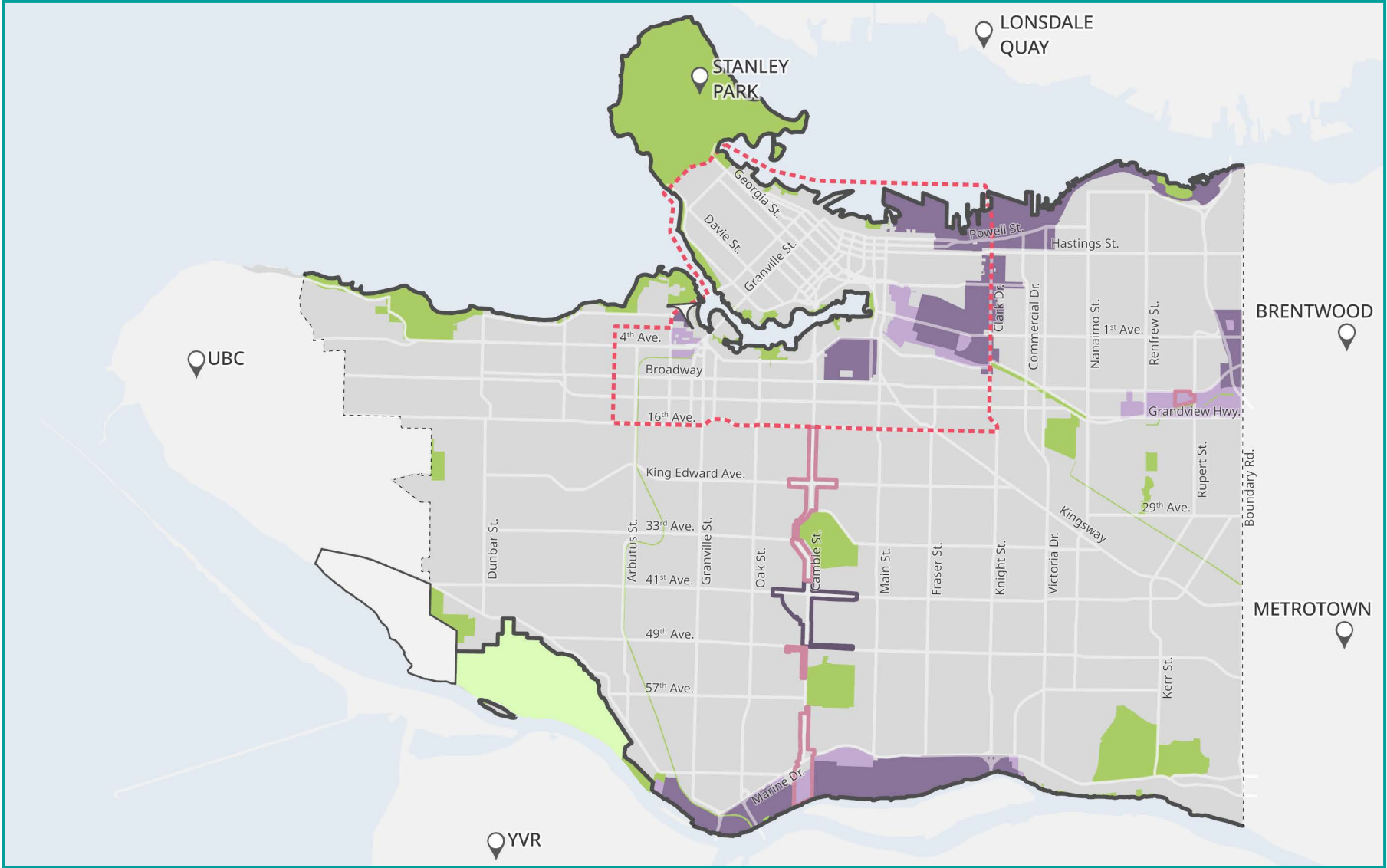
		experience with public spaces, ecological and green infrastructure functions.
f)	support implementation of local active transportation and micro-mobility facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, Major Bikeway Network, transit services, and everyday destinations	Policy 5.3.5 calls for planning for emerging mobility-related technologies, such as shared mobility, micro-mobility, and self-driving vehicles.

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

Section Policy		Applicable ODP Policies
Adopt Regional Context Statements that:		
Policy 5.2.6	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
		Map 6: Employment Area Opportunities identifies truck routes and rail corridors.
	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
		Policies 2.1.5 and 2.2.2 support industrial goods movement. Policies in the Transportation chapter echo this commitment (5.3.4), and support active transportation (5.2.2, 5.2.4, 5.2.5). Policy 5.2.3 calls for reimagining arterials as safe and livable while efficiently moving people and goods, and reducing the impacts of polluting vehicles and optimizing goods movement.
	c)	support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management
		Part 5 5. Transportation includes a direction on Future Planning which speaks to planning for emerging technologies (policy 5.3.5) and supporting regional transportation planning (policy 5.3.3).
	d)	identify policies and actions that support the protection of rail rights-of-way, truck routes, and access points to navigable waterways in order to reserve the potential for goods movement
		Policies 2.1.5 and 2.2.2 support industrial goods movement. Policies 5.2.3 and 5.3.4 echo this commitment. Policy 2.1.6 calls for working with partners to realize the potential of the Central Waterfront District as a transportation hub and employment area.
	e)	identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road
		Policy FG1.2.3 in the Urban Structure Strategy calls for allowing more housing and community infrastructure off arterial streets to reduce exposure to harmful noise levels and poor air

	Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways	quality. Policy 5.2.3 calls for reimagining arterials as safe and livable while efficiently moving people and goods, and reducing the impacts of polluting vehicles and optimizing goods movement. Policy 12.2.5 and 12.2.6 call for development near rail or in areas exposed to environmental health hazards to incorporate risk mitigation measures, enhanced construction techniques and thoughtful site design to reduce impacts from these hazards.
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	Policies 2.1.5, 2.2.2 and 5.3.4 support sustainable industrial goods movement. Policies 5.2.2 and 5.2.5 support active transportation improvements that take into consideration the local economy and planning for deliveries.

Map A1: Regional land use designations and overlays



Regional Designations

- General Urban
- Industrial
- Employment
- Conservation and Recreation
- Agricultural

- Urban Containment Boundary
- Municipal Boundary

- Metro Core
- Municipal Town Centre
- Frequent Transit Development Area (FTDA)