To: Mayor Darrell R. Mussatto and Members of the Council
From: Richard H. White, Director, Community Development
SUBJECT: DRAFT METRO VANCOUVER REGIONAL GROWTH STRATEGY
Date: March 17, 2009 File No.: 1180.20.01

The following is a suggested recommendation only. Please refer to Council Minutes for adopted resolution.

RECOMMENDATION:

PURSUANT to the report of the Director, Community Development dated, March 17, 2009, entitled “Draft Metro Vancouver Regional Growth Strategy”:

THAT the City of North Vancouver Preliminary Response to the February 2009 draft “Metro Vancouver Regional Growth Strategy” attached to the subject report be forwarded to the Metro Vancouver Regional Planning committee as the City of North Vancouver’s initial comment on the proposed 2009 Regional Growth Strategy; and

THAT this report be forwarded to the Advisory Planning Commission for discussion, and that this report, the Metro Vancouver draft and the City brief be posted on the City’s website to encourage broader understanding in the community about this important planning process.

ATTACHMENTS:

2. Excerpts from the 2009 Draft Metro Vancouver Regional Growth Strategy and covering letter.
PURPOSE:

This report responds to a request for preliminary input from Metro Vancouver concerning the recently released “Draft Metro Vancouver Regional Growth Strategy – 2040 – Shaping our Future”. Overall, this document and the policy goals contained within it are good updates to the 1996 Liveable Region Strategic Plan which it is intended to replace. Staff propose sending the attached one page brief as the City’s initial response to this draft planning document, commenting on certain elements of the current draft from a City perspective. A more detailed review may be warranted as this planning process proceeds.

BACKGROUND:

Unlike most regional jurisdictions in North America, the Lower Mainland has had a long range plan in place for most of the post World War II era. Largely in response to the Fraser Valley floods of 1948, the Province of British Columbia declared that the Lower Mainland be a “Planning Area” under the “Town Planning Act”. The Lower Mainland Regional Planning Board was also created – the City of North Vancouver was represented on this Board and it had this to say as it released the Official Regional Plan some years later:

“While there are many development problems that are best solved locally by each municipality, there are others – involving the process of urban development, major highways and transportation linkages, regional recreation facilities, pollution, broad land development policies, future industrial and agricultural land needs, and major utilities, that demand a coordinated regional approach if they are to be resolved effectively.”

This regional planning effort has ebbed from time to time in the last 60 years, including a period of time from 1982 until 1996 when the Province eliminated the authority of regions to plan and regulate land use regionally. Arguably, transportation has very rarely been planned regionally in the last 60 years with the Province only ceding most of this authority to the Greater Vancouver Transportation Authority in the last 10 years and then eliminating this regionalization initiative again in the last few of years. A point is made in this regard in the proposed “Preliminary Response”.

Another land use planning tool – the Agricultural Land Reserve – was superimposed on regional planning authorities in the late 1970’s and it remains a strong provincially controlled land use regulation that effects most municipal and regional plans in the Province and most outlying parts of Metro Vancouver as well.

Regional agencies have also been created over this time which have sometimes succeeded and sometimes failed. Affordable housing again a rising priority of Metro
Vancouver, has been neglected for some time. The Greater Vancouver Housing Corporation (GVHC) was a very active developer of non-market family housing in the 1970’s on behalf of municipalities. The City has three very popular projects owned and operated by the GVHC. In the period between 1980 and 2005, however, very little development was undertaken by GVHC in spite of constant regional need for affordable housing and continuing interest in providing it by the City and some other Metro-municipalities.

This brief summary does not do justice to the long history of regional planning in Metro Vancouver; this review does show that there have been several responses to the initial mandate laid out by the Lower Mainland Regional Planning Board, in spite of challenges to the notion of pan-municipal planning.

In general the City’s land use planning vision has always been consistent with the region’s goals for urban areas like the City. Initially concerned with hazard land management, flood control and orderly and efficient development, the Lower Mainland Regional Planning Board had little trouble with the hillside urban development vision that the City established for itself upon incorporation and refined through successive zoning regulations and plans. Following the demise of ferry service to Vancouver in 1958, the North Shore was connected to the rest of the region with highways consistent with the 1950’s vision for metropolitan development. In the early 1970’s with transit planning and conservation initiatives on the ascendance, the City was the first part of the region to be given a mass transit connection to Vancouver with the SeaBus and with it a deliberate effort to create a mixed use regional town centre, known as Lonsdale Quay.

DISCUSSION:

The most recent regional plan was adopted by the Greater Vancouver Regional Board in 1996 even before the Province reintroduced legislation allowing regional growth strategies. The City’s Regional Context Statement was prepared thereafter and approved by the GVRD Board as consistent with the 1996 Liveable Region Strategic Plan (LRSP). In 2002, the City updated its regional context statement and incorporated it in the City’s 2002 OCP. This current version of our Regional Context Statement is included as Attachment No. 1 to this report.

It is not clear how the City’s planning will be impacted by the new draft plan now being proposed for the region and recently distributed to Council. (Excerpts are included in Attachment No. 2.) In general staff believe that most elements of the draft plan are reasonable given our understanding of the region in a provincial, national and global context and given, as well, the unique ecological and geographic challenges that exist for land use development in this regional landscape.

This section attempts a brief high level review of the proposed plan from a City of North Vancouver perspective, and it is intended to support and explain Attachment No. 3 – A
brief from the City to Metro Vancouver reviewing the draft plan, its context and process. Staff recommend that the City send this brief to Metro Vancouver as our initial input on the new draft plan. It should be noted that this release of the draft plan to municipal Councils is only the beginning of a larger public consultation process that Metro Vancouver is proposing to undertake.

Importantly, the new draft includes an initial discussion about “reducing fossil fuel use and greenhouse gas emissions”. Many of the ideas in previous regional plans have promoted efficient development, but this is the first to articulate an energy policy for the region.

This Draft Regional Growth Strategy has emerged as a surprisingly small part of a very large initiative called the Strategic Region Initiative, commenced in 2001, that attempts to integrate all regional plans, policies and regulations within a Regional Vision that places sustainability at the centre of its operating and planning philosophy. In the organizational chart, the Regional Growth Strategy (RGS) is shown as one of eight plans or regulations that place “housing”, “parks and greenways” and “solid waste” as similar level plans. This recasting of the Regional Plan as a smaller part of an integrated set of plans is the first major change for Council to be aware of in the current proposal and something questioned in the attached brief (Attachment 3). Both the City and the Region have, heretofore, attempted to use the legislative provision for an official plan to create in a single document the vision for future growth or sustainability as the case may be. The brief makes this point and asks the Region to consider the wisdom of this new approach (Attachment 3).

The draft plan rearticulates and expands the four goals of the current LRSP regional plan: Protect the Green Zone, Build Complete Communities, Achieve a Compact Metropolitan Region, and increase Transportation Choice into five proposed RGS broad goals: Create a Compact Urban Area, Support a Sustainable Economy, Protect the Region’s Natural Assets, Develop Complete and Resilient Communities and Support Sustainable Transportation Choices.

For the most part, the new five goal approach is similar to the existing four goal plan; however, the new approach in the proposed plan is much more specific and strategic than the 1996 RGS about how the region and municipalities will work toward these goals. In addition the notion of a regional economic development goal, now proposed, never gelled in the last document, although it was suggested in the 1996 LRSP predecessor “Creating Our Future”. It is arguable that the Region is not being prescriptive enough about the new distribution of growth and transportation improvements to give the Region a reasonable chance of developing into a carbon neutral and sustainable region over time.

As Council is aware, if the new RGS plan is ultimately adopted the City will be obliged to redo our OCP to fit within the RGS. Of the existing OCP and the existing RGS it was sometime said that our Regional Context Statement, the formal expression of the alignment of the two documents, could simply have been “It fits”. Of course, the
attached RGS (Attachment # 1) goes into quite a bit more detail of how our OCP fits and seeks to reflect regional development goals.

**How Will Our OCP Fare Relative to the New Draft Plan?**

**Goal 1 – Create a Compact Urban Area.**

**Strategy 1.1** Contain urban development within the urban containment boundary.
- CNV fits and could do more than requested based on current and likely planning directions.

**Strategy 1.2** Focus growth in urban centres and frequent transit development corridors.
- Our Town Centre and Marine Drive corridor focused planned development fit this strategy.

**Strategy 1.3** Encourage land use and transportation developments that reduce greenhouse gas emissions.
- Our new transportation plan and OCP is consistent with this and we anticipate Translink will support this as well. Other related City initiatives like the Lonsdale Energy Corporation and our GHG Local Action Plan remain regional leaders in innovation in this regard. The brief proposes a more aggressive regional approach here reflecting Provincial directions.

**Strategy 1.4** Protect rural lands.
- Not applicable to the City.

**Goal 2 - Support a Sustainable Economy**

Like complete communities, a sustainable economy is different things to different people – Neptune’s coal export business sustains a part of the economy that is likely environmentally unsustainable.

**Strategy 2.1** Promote a pattern of land development that supports diverse regional economy and employment close to where people live.
- Our OCP provides for mixed use and a balance of jobs to residents, and we are achieving these strategies. Achieving employment growth to match our anticipated population (labour force) growth may be a challenge for the City.

**Strategy 2.2** Protect the region’s supply of industrial land.
- City Council asked the Province to establish an Industrial Land Reserve in Council’s last term. This regional initiative will have that effect. It is unclear that the sustainability of the region will be enhanced by this initiative, and staff believe this strategy needs to be articulated. Metro’s
proposed approach to protecting industrial lands would restrict the City's previous practice of mixing limited commercial uses with industrial uses to maximize the utility of and employment opportunities on our industrial lands.

Strategy 2.3 Protect the region's supply of agricultural land and encourage its use for food production.
- This strategy and set of actions, as written, has little applicability for the City — actions encouraging urban agriculture, community gardens, food sharing and the like would broaden this approach from a sustainability perspective, and these are suggested in Strategy 4.2.

Goal 3 - Protect the Region's Natural Areas
How this Goal relates to the Region's Parks and Greenways ecological health and other plans is not yet explained; however the single broad strategy below appears supportable and consistent with the City's OCP.

Strategy 3.1 Protect the region's conservation and recreation lands. Minor changes to Metro's green zones have been incorporated to better match our larger parks and ravines.

Goal 4 - Develop Complete and Resilient Communities
The City is developing its new planning work with a view both to sustainability - to minimize climate change and its expected impacts and to adaptability to recognize and prepare for the likely impacts of climate change.

Strategy 4.1 Provide diverse and affordable housing choices.
- The Provincial legislation contains reference to municipal and regional district policies to encourage affordable housing (Sections 849(2)(h) and 877(2), Local Government Act). The Province requires municipal policies and it allows, but does not require, regional housing policies. City staff have not compared and contrasted affordable housing policies throughout the Metro region; however, few municipalities have had polices as long as the City nor the scope or innovative approach taken by the City. In spite of our policy leadership, affordable housing is extremely hard to promote, approve and build in the City. While the proposed regional strategies and housing action plans create a common framework and approach across the region, staff question whether the sub-regional or individual municipal housing estimates are attainable.

Strategy 4.2 Develop complete, inclusive communities with access to a range of services.
- The City is a good example of a fairly complete community. The notion of inclusive communities is a great idea to
promote on a regional basis – how anyone will define success is more problematic. The idea of urban agriculture is placed here rather than in the Goal 2 section.

**Strategy 4.3** Minimize risks from natural hazards and adapt to the impacts of climate change.

- The City should be supportive of this requirement as it is the historic basis for regional planning in the Lower Mainland. The City's 100 year Sustainability Vision gives us considerable insight in the topic of responding to the challenges of climate change. Our recent work addressing slope stability is one example of anticipating and addressing hazardous conditions. Sea level rise is an issue that warrants a regional response.

**Goal 5 - Support Sustainable Transportation Choices**

**Strategy 5.1** Connect land use and transportation to support transit, walking and cycling.

**Strategy 5.2** Connect land use and transportation to support an efficient roads and goods movement network.

- The City has a high percentage of Town Centre residents who walk, ride bicycles, take transit to work or work from home. This is consistent with Metro's objectives. Yet, nearly 60% of the City's greenhouse gas emissions come from transportation sources. Continuing to improve on transportation alternatives and bringing land uses together to minimize commuting will be necessary for the City to advance further, as suggested by this Metro policy. Similarly, concerted provincial and regional action will be necessary to make transportation efficient while reducing ghg emissions and increasing the quality of life and the air we breath.

**FINANCIAL IMPLICATIONS:**

The financial implications for the City of this regional proposal are undetermined, although staff believe the housing section of this draft are unsustainable from a municipal financial perspective as noted in the brief. The limitation on the use of some industrial lands for commercial uses may limit their value and employment potential.

**INTER-DEPARTMENTAL IMPLICATIONS:**

Community planning is increasingly being recognized as an integrated process. The draft Metro Plan has implications for Engineering Parks & Environment, particularly
transportation, as well as for Corporate Services, specifically Economic Development, and for Finance.

This report was prepared by Community Development and reviewed and supported with amendments by the Civic projects Team and Directors Team on March 17, 2009.

CORPORATE PLAN AND/OR POLICY IMPLICATIONS:

Addressed elsewhere in this report.

RESPECTFULLY SUBMITTED BY:

R.H. White, Director
Community Development

REVIEWED BY:

A.K. Tollstam
City Manager

Attachment

RHW:tg
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Appendix No. 1  Regional Context Statement

Background  The Livable Region Strategic Plan (LRSP), approved by the Greater Vancouver Regional District (GVRD) Board, was deemed to be a regional growth strategy by the Minister of Municipal Affairs on February 10, 1996, following a lengthy period of public and inter-governmental consultation. The Plan describes a vision for growth and transportation management for the region in accordance with the requirements of the Local Government Act. Four fundamental strategies to achieve a more livable and balanced regional community are presented.

These strategies are:

1. Protect the Green Zone
2. Build Complete Communities
3. Achieve a Compact Metropolitan Region
4. Increase Transportation Choice

The Local Government Act requires that each municipality prepare, as part of its Official Community Plan (OCP), a Regional Context Statement explaining the relationship between the local plan and the LRSP. This OCP, adopted by North Vancouver City Council in 2002, contains goals and objectives that directly support the four fundamental strategies of the LRSP. These are specifically referenced in this Regional Context Statement.

1. PROTECT THE GREEN ZONE

This OCP supports the Green Zone policies of the LRSP by:

- identifying on Schedule “A” those areas dedicated as parkland and recreational space;
- identifying on Schedule “D” those areas identified as green zone;
- identifying on Schedule “E” those areas identified as environmentally sensitive areas;
- identifying on Schedule “F” those areas that constitute the City’s trail system;
- identifying on Schedule “G” those areas identified as parks and greenways;
- reinforcing the general provisions of the Environmental Protection Program and the Parks and Greenways Plan (Chapters 8 and 9);
- contributing to the establishment of a regional Park and Outdoor Recreation System (Schedules “A”, “D”, “F” and “G”);
- protecting these areas from urban development including transportation corridors through policy measures which promote the identification and protection of natural areas and parkland (Chapters 6 and 8, Section 9.10, Schedules “E”, “F” and “G”);
- committing to co-operate with other municipalities and consulting with the public to achieve regional ecological and natural preservation goals (Sections 8.4.6, 8.6.6, 14.4);
- minimizing pressures on the Green Zone by committing to prepare sustainability guidelines for new developments (Section 14.2.6(iii));
- minimizing pressures on the Green Zone by establishing energy efficiency as an environmental goal (Section 8.4.7).
Recent initiatives which support the Green Zone strategy include:

- establishing a citizen-based Parks and Recreation Advisory Committee;

- revising a map which indicates the areas included within the Green Zone in the City, and thereby adding 118 ha. to the Green Zone (Attached as Schedule "D" to the OCP);

- appointing an Environmental Protection Advisory Committee to guide the implementation of an Environmental Protection Program for the management of remnant natural areas, valley and stream corridors;

- revising a map which indicates the areas identified as Environmentally Sensitive Areas within the City (Attached as Schedule "E" to the OCP); and

- endorsing the Regional Greenways Vision and the North Shore Sector Recreational Greenway Plan.

2. Build Complete Communities

This OCP supports the Build Complete Communities policies of the LRSP by:

- creating opportunities for residents to live and work in the same community through the encouragement of mixed use developments, the preservation of lands designated for industrial use, and overall efforts to achieve a greater balance between the resident labour force and employment (Chapters 4 and 5, Schedule "A");

- encouraging the construction of a wide range of housing types, tenures, and affordability by providing a range of residential land use densities, and policies to encourage the creation of more affordable housing This includes providing for the legalization of secondary suites, providing for smaller units, and encouraging a variety of ground-oriented medium density housing concepts (Sections 5.7.1, 5.7.4, 5.7.7, Schedule "A");

- creating social, cultural, recreational, and commercial opportunities for local residents (Chapters 5, 7 and 10);

- encouraging the retention, conservation and re-use of heritage buildings through planning policies and programs, including incentives such as increased density, variances, subdivision and stratification opportunities (Sections 4.5, 4.10.1, 5.7.10, 5.12.2);

- supporting the Lonsdale Regional Town Centre as a mixed-use commercial district. Office, retail, institutional, and residential mixed uses in this area are encouraged. (4.9.3, 4.10.7, 4.10.13, 5.5, 5.7.10, 5.8.2, 5.8.4, 5.8.6, 5.10.1);

- encouraging private sector investment through the availability of opportunities for growth in the City's industrial and commercial areas (5.8, 5.9);

- developing and maintaining access connections for both local residents and others in the region to the Lonsdale Town Centre and other neighbourhood commercial centres through a variety of transportation modes and routes (Chapter 6);

- protecting and recognizing areas devoted to industrial use. The City has historically devoted much of its waterfront to industrial use. The opportunity for further industrial development continues to be focused primarily along the waterfront and in buffer areas north of the waterfront (Section 5.9);

- providing for additional floor area density in new developments under certain conditions as an incentive to achieve public benefits such as affordable and/or rental housing, heritage conservation, adaptable design, community amenity spaces and environmental considerations (Section 5.12).
Recent initiatives which support the Building Complete Communities strategy include:

- expanding the City's Heritage Character Areas to encourage the preservation of a larger number of heritage resources;

- adopting a Social Plan which identifies social planning goals and objectives for the City, and areas of strategic priority. The Social Plan is integrated into this OCP (mainly Chapters 4, 7 and 10);

- adopting and implementing Adaptable Design Guidelines to ensure that a minimum number of dwelling units in multiple unit buildings can be easily renovated to allow for aging in place;

- completing the Lonsdale Corridor Master Plan to guide the future development of the Lonsdale Regional Town Centre;

- increasing the permissible density in the residential Level Three Low Density Attached Form in order to encourage the development of larger, family-oriented dwelling units;

- developing highly evolved telecommunications services, which attract new businesses, facilitate the establishment of home-based businesses, and reduce the need for commuting;

- facilitating the development of a new community art gallery, community policing station, and multi-purpose community centre in Lower Lonsdale. These initiatives enhance Lower Lonsdale as a high quality, mixed activity urban centre, with easy access to public transit;

- facilitating the development of a number of City-owned properties in Lower Lonsdale previously occupied by surface level parking lots into an area of mixed residential and commercial properties;

- facilitating the redevelopment of the formerly vacant Versatile Shipyard site into a mixed residential, commercial and cultural precinct, with public access to the waterfront, while preserving its ship repair and drydocking facility. The eastern portion of the site has been preserved as an employment-generating ship repair and drydocking facility;

- facilitating the redevelopment of the formerly vacant Fullerton Fill site into a employment-generating industrial and commercial area with parkland and public access to the waterfront;

- facilitating more retail, office and possibly residential development along the Marine Drive corridor; and

- adopting a Public Art Program.
3. Achieve a Compact Metropolitan Region

The OCP supports the Compact Metropolitan Region policies of the LRSP by:

• committing to orderly and economically efficient development (Section 5.6);

• working towards phasing urban services based on community objectives (Section 5.6);

• committing towards working with other communities to achieve the Region’s goals to accommodate expected long term growth (Section 2.2). Since the City of North Vancouver is not located in the Growth Concentration Area identified in the Livable Region Strategic Plan (LRSP), the following growth scenarios are expected to be achieved by increasing density through mixed use development projects and ground-oriented medium density housing:

i) Population: It has been determined that the land uses and densities articulated in this OCP could potentially yield a population of 62,000. Factors that could contribute to a population of that size include the legalization of secondary suites in single family homes, the redevelopment of the Versatile Shipyard lands, the development of City-held properties in Lower Lonsdale, and an overall increase in mixed commercial/residential development along commercial corridors. However, given that the City’s population growth rate is generally 1-2% per annum, it is not anticipated that the City will reach this population prior to 2031 at the earliest. The estimated population for 2021 is 55,400, with the majority of this growth occurring in Central and Lower Lonsdale (Sections 4.2, 5.2);

ii) Utility Capacity: It is anticipated that the City’s water and sewer systems can adequately service the City for an estimated population in the mid-50,000 range. The few zones of marginal adequacy that do exist are being addressed in the City’s long-range capital plan. Certain areas that will densify over the life of this plan will impose higher localized burdens on the systems. These localized situations will be remedied through an integrated asset management approach that will include a combination of programmed life-cycle replacements, implementation of demand side management (e.g. conservation measures, inflow and infiltration reduction programs and Best Management Practices (BMP’s), or localized, developer-paid upgrades. The City is committed to undertaking integrated storm water management plans (ISMP’s) on a watershed scale through the Regions’ Liquid Waste Management Plan, which has been endorsed by the City as a planning tool. The ISMP’s will consider the impact of increased run-off resulting from densification and climate change and will identify mitigation strategies that will include both public capital works and on-site BMP’s (Chapter 11);

iii) Employment: In 1996 there were 24,095 jobs in the City of North Vancouver, and a resident labour force of 25,160. This equates to 0.95 jobs in the City for every member of the resident labour force. In its efforts toward becoming a more sustainable community, it is a goal of the City to not only achieve a greater balance in this regard, but to also institute policies that encourage the resident labour force to work within the community. These policies include preserving lands designated for industrial use, encouraging a high proportion of commercial uses in mixed-use developments, increasing the permissible density in the Central Lonsdale Town Centre, ensuring the adequate provision of transit to commercial and industrially-designated areas, and providing for a range of housing types and affordability in proximity to the City’s workplaces. New employment opportunities

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are anticipated in the future as the development of the waterfront industrial lands in the Harbourside Business Park proceeds. It is the intent of the City of North Vancouver to encourage and maintain a balance between the levels of employment, shelter and population. It is anticipated that by 2021 there will be 31,130 jobs in the City (Sections 5.8, 5.9, Chapter 12); and

iv) Households: There are approximately 21,000 dwelling units in the City of North Vancouver, 8,300 of which are ground-oriented units. By 2021 it is anticipated that there will be 25,900 dwelling units, of which approximately 10,500 will be ground-oriented (Section 5.7).

Recent Metropolitan Region strategy include:

• enhancing residential and employment opportunities within the Lonsdale Regional Town Centre to facilitate the efficient provision of transit services; and

• enhancing the opportunities for the creation of ground oriented medium density housing by increasing the permissible density in the City's Level Three low Density Attached Form.

4. Increase Transportation Choice

This OCP supports the Transportation Choice policies of the LRSP by:

• encouraging the efficient movement of people to the Lonsdale Regional Town Centre and other commercial centres by means of a variety of local transportation alternatives (Section 6.11.3);

• developing and maintaining a transportation system which promotes public transit, and pedestrian and bicycle users as the favoured transportation alternatives; and the commitment to reducing the primacy of the private car, particularly single occupant vehicles (Section 6.11.1);

• providing appropriate levels of services for inter-regional transportation and truck movements through the Lower Mainland through a network of City roads which minimize intrusions into neighbourhoods (Section 6.12.9, 6.12.15);

• entering into partnerships with GVRD member municipalities and the provincial government through research and joint studies such as the joint City/District North Vancouver Bicycle Plan to investigate more sustainable transportation development alternatives (Sections 6.12.5, 6.12.6, 6.12.7, 6.12.14);

• committing to work with transportation authorities from other jurisdictions to co-ordinate an efficient regional public transportation network (Sections 6.11.8, 6.12.6, 6.12.7, 6.12.12, 6.12.13, 6.12.14);

• committing to work with Trans Link on an on-going basis to ensure that regional transportation objectives, and the transportation objectives of the City, are met (Sections 6.12.5, 6.12.10, 6.12.12, 6.12.15);

• encouraging the development of a network of sidewalks and paths through parks to link neighbourhoods with commercial, institutional, and administrative areas and to actively promote more pedestrian activity (Sections 6.12.2, 9.10);

• committing to implement the Joint Bicycle Master Plan with the District of North Vancouver to encourage and promote more bicycle use (Section 6.12.1);

• encouraging the application of transportation demand management techniques such as promoting the use of public transit, car pooling, parking alternatives, provision of bicycle racks and by not providing any additional road capacity for single occupant vehicles (Sections 6.12.11, 6.12.14, 6.12.16);

• identifying on Schedule "F" –Trail System, current and proposed pedestrian and bicycle trails;

• identifying on Schedule "C" the City's bicycle and truck routes; and

• including a commitment to develop a comprehensive and coordinated Transportation Plan that would include more sustainable transportation demand alternatives (Section 6.11.6).
Recent initiatives which support the Transportation Choice strategy include:

• investigating the implementation of Transportation Demand Measure programs including increased transit use, cycling and ride-sharing and van pooling for municipal employees;

• establishing a citizen-based Transportation Advisory Committee to advise Council on the City’s transportation initiatives and policies;

• establishing and maintaining a Joint Bicycle Advisory Committee in conjunction with the District of North Vancouver;

• completing the development of a trail system map as part of the Parks and Greenways Plan that identifies trails for pedestrian and casual cycling use;

• providing bike lanes on major arterials to encourage commuter cyclists, and to increase their safety;

• completing the Lonsdale Avenue Transit Priority study, which provides for improved transit service; and

• committing to protect a wider right-of-way on Marine Drive and Esplanade in order to provide safer cycling routes, an enhanced pedestrian environment and possible future public transit improvements.

CONCLUSION
This Regional Context Statement describes how the current City of North Vancouver Official Community Plan conforms with the objectives of the Region’s Creating Our Future vision document, and the Livable Region Strategic Plan. The City of North Vancouver is committed to implementing these policies through partnership with the GVRD, other municipalities, organizations, and levels of government.
February 25, 2009

Ms Sandra Dowey
City Clerk
City of North Vancouver
141 West 14th Avenue
North Vancouver, BC  V7M 1H9

Dear Ms Dowey:

Re: Draft Metro Vancouver Regional Growth Strategy

At its February 13, 2009 meeting, Metro Vancouver’s Regional Planning Committee referred the enclosed document “Metro Vancouver 2040 - Shaping our Future”, the latest draft of Metro Vancouver’s Regional Growth Strategy, to member municipalities for initial comment on key issues prior to public consultations. The Committee directed that this draft should be the basis of public consultation starting on April 15th. They also indicated that municipal comments received prior to the start of the public consultation should be incorporated into the consultation process to help frame the public debate. We expect the Metro Vancouver Board to confirm this direction when they receive the report February 27, 2009 and we are sending the document to you at this time to provide more time for a response to be prepared.

Consequently we would request that, if there are significant policies in the draft plan for which your Council wishes to express its support for, or opposition to, that these comments be conveyed to Metro Vancouver by April 8th. The Regional Planning Committee also requested that, if possible, municipal comments be provided in a form that would be readily converted into material that could be used in the public forums, rather than traditional staff reports. If these two requests can be met, we will do our utmost to see that your views are represented in the public consultation process.

As a guide, I would suggest that comments to be included in the public consultations should not exceed 2 pages. Metro Vancouver’s Corporate Relations Department will be responsible for digesting municipal comments into a form suitable for the consultation process. Involving them in the process of shaping your comments into suitable communication pieces for the public consultation process might be helpful and reassuring to everyone. If you are interested in pursuing that possibility, please contact Heather Schoemaker to make the appropriate arrangements.

If you have more detailed comments on such matters as the details of mapping, boundaries, fine tuning, etc. then these would not likely be relevant to the broader public consultation process and therefore need not be submitted by the April 8th date. In fact we could accept this type of commentary up until May 22nd, although earlier responses will assist us in doing the best job we can in considering and accommodating your views.
Should you have any questions, require additional copies of the draft Regional Growth Strategy, or wish to involve Metro staff as offered above, please contact Heather Schoemaker, Manager, Corporate Relations Department at 604-432-6364 or by email at Heather.Schoemaker@metrovancouver.org.

Yours truly,

[Signature]

Johnny Carline
Commissioner/Chief Administrative Officer

JC/HS/db

cc: Mayor and Council, Metro Vancouver municipalities

Attachment: Regional Growth Strategy - Metro Vancouver 2040 – Shaping our future – Draft February 2009 (eRIM 004897314)
Regional Growth Strategy

Metro Vancouver 2040
Shaping our future

DRAFT - FEBRUARY 2009

www.metrovancouver.org
A The Sustainable Region Initiative: Context for the Regional Growth Strategy

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

Under the Sustainable Regional Initiative (SRI), the delivery of Metro Vancouver's programs and services follows three fundamental principles:

- have regard for both local and global consequences;
- recognize and reflect the interconnectedness and interdependence of systems; and
- be collaborative.

Since 2002, MetroVancouver has formally put the concept of sustainability at the centre of its operating and planning philosophy and committed itself to be a leader in making the region one which is explicitly committed to a sustainable future. In keeping with this commitment, the Metro Vancouver Board adopted a Sustainability Framework which sets out a framework for decision making and for moving ideas into action. Figure 1 shows the broader SRI Framework including the inter-relationships and interconnections between Metro Vancouver's management plans and the region's broader commitment to sustainability.
CITY OF NORTH VANCOUVER PRELIMINARY RESPONSE TO THE FEBRUARY, 2009 DRAFT METRO VANCOUVER REGIONAL GROWTH STRATEGY

The City of North Vancouver supports Metro Vancouver’s initiative to produce a new Regional Growth Strategy and welcomes the opportunity for preliminary input on the February 2009 draft entitled, “Metro Vancouver 2040 – Shaping Our Future”. The following comments and concerns are submitted in a form that the City hopes will suit your Corporate Relations Department’s goal to “digest municipal comments into a form suitable for the consultation process”.

- The City of North Vancouver notes that the Regional Growth Strategy is contained within a “Suite of Plans”. As a legislatively critical document that the City and all member municipalities must fit within through our regional context statements, the City suggests that either the City’s relationship to the entire “Suite of Plans” be articulated, or preferably, in the current process, the regional – municipal relationship expected of a Regional Growth Strategy be given paramountcy in the eventual bylaw document.

- The City of North Vancouver would prefer for more of its industrial lands near the Town Centre / Marine Drive corridor to have an “industrial commercial” designation to allow us more flexibility for employment generation. These areas are reasonably well served by transit, services and amenities. They are also unlikely to attract traditional industrial uses and heavy industry would not be appropriate given their urban context.

- In relation to the provision for diverse and affordable housing choices, the City of North Vancouver would prefer a ‘complete community’ approach for determining housing objectives and targets to ensure that every community has a balanced and diverse range of housing, which would address housing choice inequities within sub-regions. Partnership with senior government programs will be the only means of meeting the low end of market and social housing demand estimates.

- The City of North Vancouver applauds the integration of energy planning and greenhouse gas reduction in the draft regional plan and suggest that regional goals and strategies begin to articulate a regional vision for a carbon neutral future. The City questions whether some of the transportation and growth changes anticipated with the draft will be as supportable if their long-term implications from an energy use and climate change perspective are considered.