

Livable Region Strategic Plan

Adopted by the Greater
Vancouver Regional District
Board of Directors
January 26, 1996

Deemed to be a regional
growth strategy by the
Minister of Municipal Affairs
February 10, 1996

Policy and Planning
Department
December 1999



“Greater Vancouver can become the first urban region in the world to combine in one place the things to which humanity aspires on a global basis: a place where human activities enhance rather than degrade the natural environment, where the quality of the built environment approaches that of the natural setting, where the diversity of origins and religions is a source of social strength rather than strife, where people control the destiny of their community, and where the basics of food, clothing, shelter, security and useful activity are accessible to all.”

—Source: *“Creating Our Future”*



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LRSP: PART ONE

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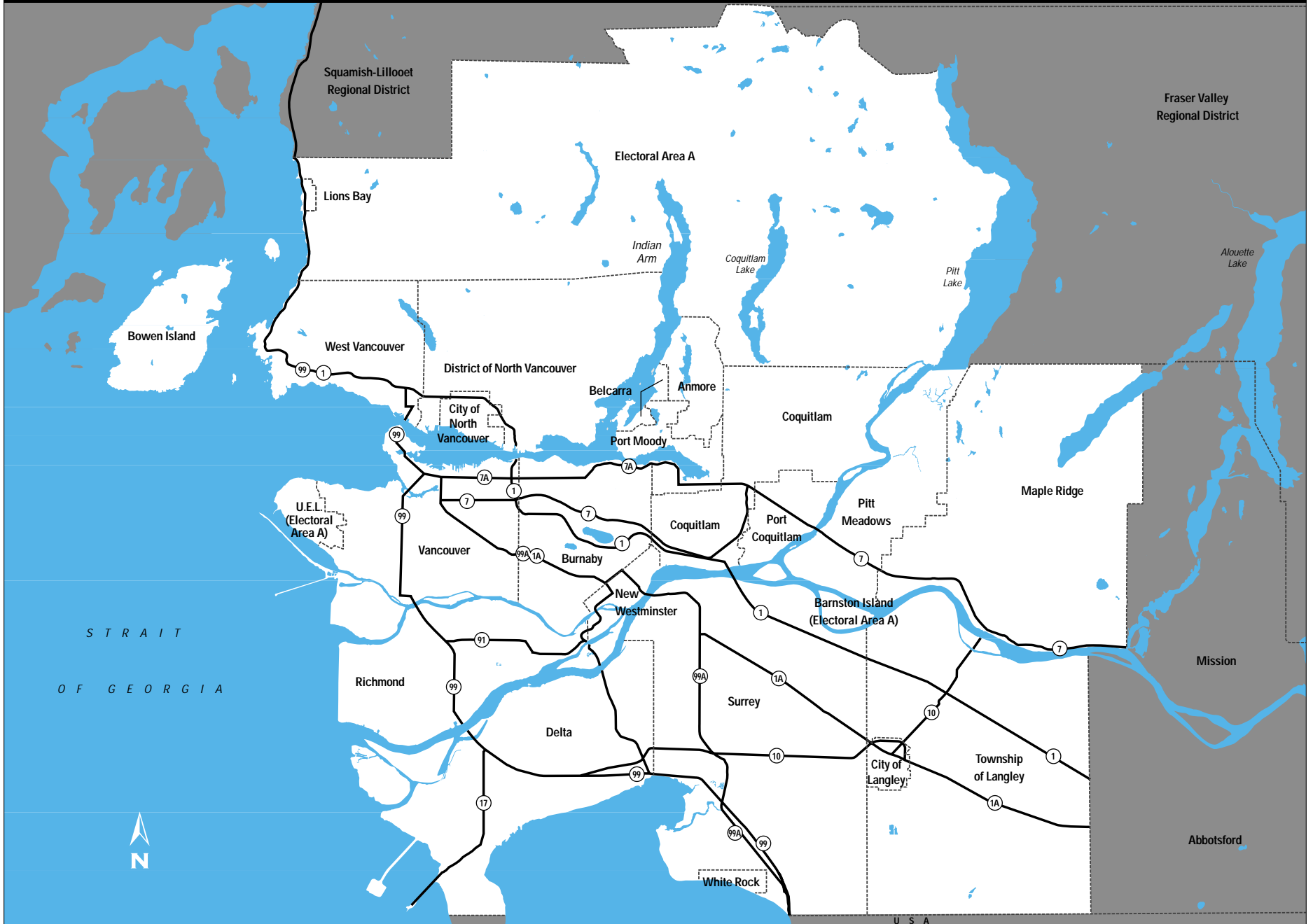
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The Livable Region Strategic Plan is Greater Vancouver's regional growth strategy. Since its adoption by the Greater Vancouver Regional District Board of Directors in 1996, the Strategic Plan has provided the framework for making regional land use and transportation decisions in partnership with the GVRD's member municipalities, the provincial government, and other agencies.

Part One of this document provides some background and context for the adopted policies of the GVRD Board. Part Two is the formally adopted regional growth strategy. Additional information on the GVRD's growth management policies, programs and statistics is available through the GVRD web site, at www.gvrd.bc.ca.

Greater Vancouver Regional District





The Greater Vancouver Regional District

The Greater Vancouver Regional District (GVRD) is made up of 21 municipalities and one electoral area in the lower Fraser Valley, bounded by the Strait of Georgia to the west, the Coast Mountains to the north, the Fraser Valley Regional District to the east, and the United States border to the south. About two million people live in Greater Vancouver.

The GVRD is a partnership of the region's municipalities which work together in meeting the needs of Greater Vancouver's residents. Its mission is to help protect the quality of life in the region and deliver regional services in an efficient and cost-effective manner. The legal framework for the development and implementation of the Livable Region Strategic Plan is provided by Part 25 of the *Municipal Act*.

“To describe the Beauty of this region will, on some occasion, be a very grateful task to the pen...”

—*Captain George Vancouver, 1792*

The GVRD and its Context



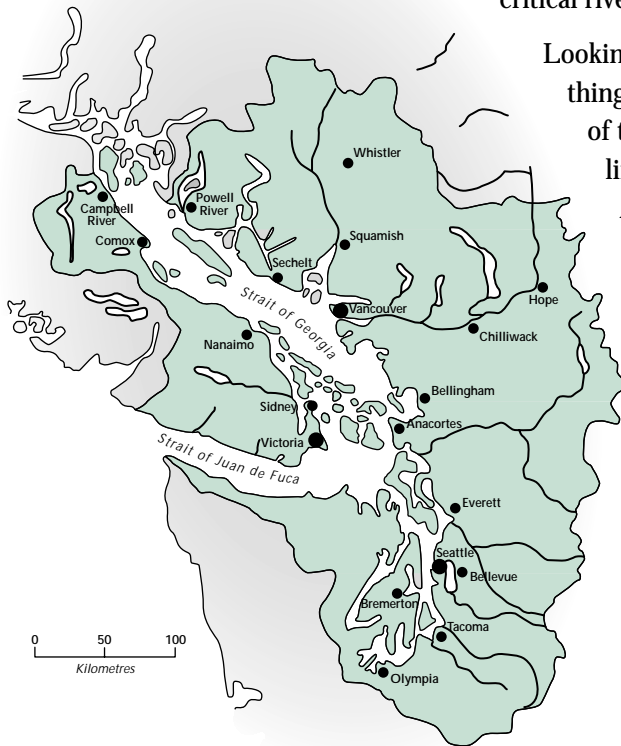
The Region in Context

Greater Vancouver is part of a larger area made up of the Georgia Basin and Puget Sound regions, which include Squamish, Whistler and other communities in the southern Coast Mountains, the Lower Mainland, southeast Vancouver Island, and the cities which ring Puget Sound in the United States. Viewed from space, the various jurisdictions melt away and blend into a single metropolitan region bounded by the sea, forest and mountains, through which critical rivers flow from the east and north.

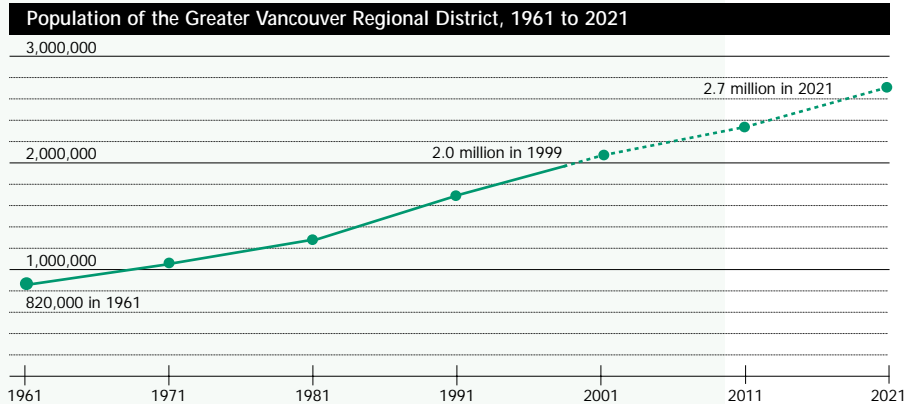
In 1960, the Georgia Basin/Puget Sound bioregion was home to 2.6 million people. By 1996, the population had risen to over 6 million. By 2020, there may be an additional 3 to 5 million more people living and working in this area.

—Source: Georgia Basin Initiative,
Feb. 1996 Newsletter

Looking at this larger picture makes many things clear. It emphasizes the natural setting of the communities. It shows that there are limits to how far urbanization can expand. And it highlights the connections between the natural and built environments, showing that changes taking place in one area can affect the people and environment in another.



Managing a Growing and Changing Region



Greater Vancouver's population passed one million in 1969/70, two million in 1999, and may approach three million by 2021.

Back in 1967 when the GVRD was first established, the region's population was 950,000. In 1999, the population reached two million, and nearly one million more people may live here by the year 2021.

Past trends saw Greater Vancouver's growth come in the form of relatively low density sprawl, interspersed with pockets of higher density that were largely unconnected by effective transportation services.

This pattern of growth meant a gradual loss of available farmland and green space, reduced air quality, ever-increasing distances between where we live and work, and increasing reliance on the automobile.

Reversing these trends while maintaining Greater Vancouver's high quality of life remains one of our greatest challenges. Experience around the world has shown that population growth cannot be stopped by rules and regulations. Even slowing growth is a challenge with many possible consequences. However, we *are* able to manage growth in a way that preserves the essential qualities that make our region such a special place.

To successfully manage growth there first needs to be a widely shared vision for the future and a clear understanding of what must be done to achieve that vision. Without a vision and a strategy for making it happen, the positives of growth, such as economic prosperity, diversity and improved living standards, can be overwhelmed by the negatives of congestion, environmental degradation and a lower quality of life. The Livable Region Strategic Plan provides that vision.

AN EVOLVING REGION:

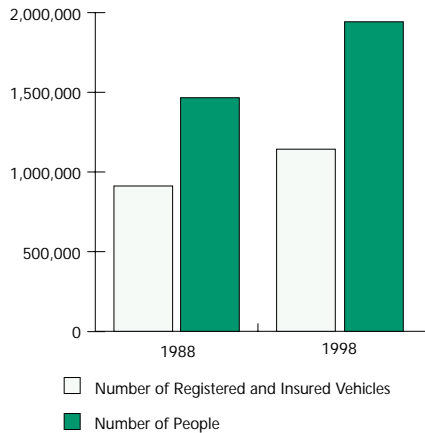
► International immigrants now make up more than one-third of all GVRD residents, and accounted for about 3/4 of the region’s population growth between 1991-1996.

—Source: GVRD, 1999

► Between 1991-1996 two-thirds of all new jobs in Greater Vancouver were in the “Service” sectors (eg. business services, education and health, and tourism). This continues a longer-term trend which has seen these services increase their overall importance to the region’s economy.

—Source: GVRD, 1999

GVRD Vehicle Ownership 1988-1998



—Sources: Insurance Corporation of B.C.; GVRD

THE ELEMENTS OF GROWTH

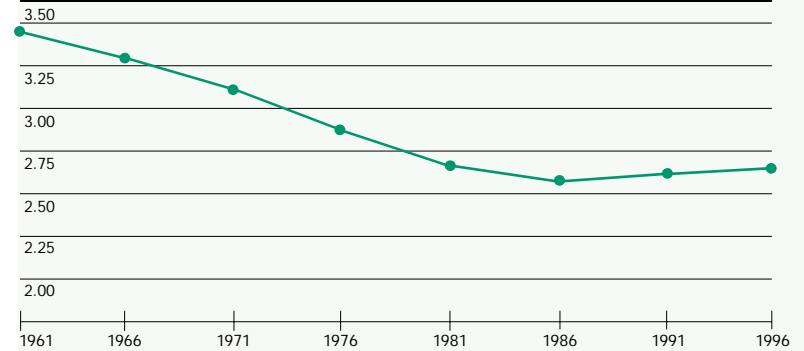
Population growth does not tell the whole story about how Greater Vancouver is changing. Growth management must also consider the evolving social composition of the population, where and how people work, how we travel within the region, the demand for housing and the economy.

An important aspect of growth is the number of persons living in the average household. The average number of persons per household in the GVRD steadily declined between 1961-1981. More recently, there has been a small but significant upward trend, which has implications for the amount and type of housing we need in the future.

Another important factor is the type of housing we choose. Single-family dwellings accounted for nearly 3/4 of Greater Vancouver’s housing stock in 1966. Today, they account for less than 1/2, which means there are more medium and higher density housing units than there are single-family dwellings in the region, a trend which will influence the composition of our communities over the coming years. Overall, nearly 45% of the region’s population lives in some form of multi-family housing.

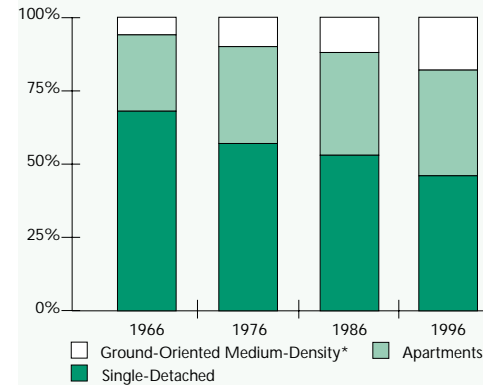
How people travel is another key element of growth which has implications for the patterns of settlement, public costs to provide transportation infrastructure, and the environment. Our reliance on the private automobile is one of the central challenges to achieving our growth management objectives.

Average Number of Persons Per Household in the GVRD, 1961-1996



—Source: Statistics Canada

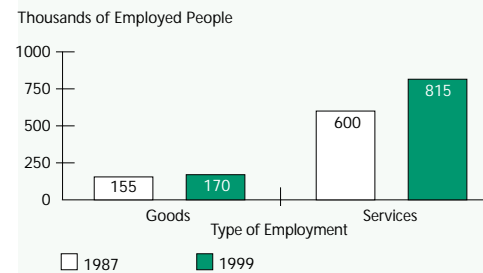
Regional Housing Mix, 1966 to 1996



—Source: Statistics Canada

** “Ground-Oriented Medium-Density” housing includes duplexes, rowhouses and similar units.

Greater Vancouver Employment Growth, 1987-1999



—Source: Statistics Canada

Labour Force Survey

Livable Region Strategic Plan

The Livable Region Strategic Plan's primary task is to help maintain regional livability and protect the environment in the face of anticipated growth. Having a long-term strategy is important, since the land use and transportation decisions we make now have critical implications for our future.

The Strategic Plan builds on a strong history of regional planning. Beginning with the Official Regional Plan in 1966, and culminating with Creating Our Future in 1990, these plans laid the groundwork for how the region should approach its long-term development. Creating Our Future in particular provided the necessary vision for preserving the region's livability by addressing environmental health, growth management and transportation issues, and how we should respond to our social and economic challenges. The Strategic Plan builds upon Creating Our Future's principles for managing growth by laying out a strategy for the region's land use and transportation system.

The Strategic Plan is used by all levels of government as the framework for making regional land use and transportation decisions. It is also used by the private sector, individual citizens, and community associations to understand and act on Greater Vancouver's vision for its future development.

Managing growth and protecting the environment were key goals in past regional plans, including:

- The Official Regional Plan (1966)
- The Livable Region 1976/1986 (1975)
- Plan for the Lower Mainland of British Columbia (1980)
- Creating Our Future (1990, 1993 and 1996)
- Transport 2021 Medium and Long-Range Transportation Plans, 1993



Policy Directions

The Livable Region Strategic Plan's approach to growth management rests on four fundamental strategies:

- ▶ Protect the Green Zone
- ▶ Build Complete Communities
- ▶ Achieve a Compact Metropolitan Region
- ▶ Increase Transportation Choice

Within each of these strategies the Strategic Plan establishes clear objectives and identifies the partnerships needed to achieve them. The strategies are also closely inter-related. For instance, it would be difficult to protect the Green Zone if growth is not concentrated within the available urban area. Communities would not be very complete if they did not have a diversity of housing and jobs, and if everyone needed a car to get to work or shop in some distant location. Transportation choice would be hard to provide without sufficient population densities to support expanded transit service. It is this inter-dependency and consistency between the strategies which binds them together as a growth management framework.

DID YOU KNOW?

- ▶ The GVRD's land area is made up of:

Green Zone and other non-urban uses: 72%

Urban uses (residential, commercial and industrial): 20%

Vacant urban land: 8%

—Source: GVRD

- ▶ 90% of GVRD homeowners agree that collectively, individuals can make a significant difference towards keeping the costs of providing regional services and utilities down by changing what they do on a daily basis.

—1998 Angus Reid Survey
commissioned by the GVRD

- ▶ About 60% of Greater Vancouver's occupied private dwellings are self-owned, and 40% are rented. The proportion of owner-occupied dwellings generally increases with distance from the metropolitan core.

—Source: GVRD, 1998

POLICY DIRECTIONS

> Protect the Green Zone

- > Build Complete Communities
- > Achieve a Compact Metropolitan Region
- > Increase Transportation Choice

DID YOU KNOW?

> About 54,000 hectares (135,000 acres) of land in the GVRD is included in the Agricultural Land Reserve.

—Source: “Agricultural Profile of British Columbia”, Statistics Canada, 1996

- > The 22 GVRD regional parks attract nearly six million visitors each year.
- > The Lower Mainland Nature Legacy Program added nearly 2,000 hectares of parkland to the regional park system in 1995, bringing the total to 11,400 hectares (about 28,000 acres).
- > The Greater Vancouver Regional Greenway Vision, approved by the GVRD Board in 1999, helps to implement the Green Zone policies. The Greenway Vision includes recreational and environmental greenways (paths, trails or environmental corridors) in each sector of the region.

PROTECT THE GREEN ZONE

Greater Vancouver has a remarkable natural heritage. Running through the region is the Fraser River – perhaps the world’s finest salmon river. The Fraser River Estuary hosts Canada’s largest population of wintering waterfowl and is a resting area for millions of migrating birds along the Pacific Flyway. The forested mountains to the north – Cypress, Grouse, Seymour, Burke and others – form a spectacular backdrop to the region and provide recreational opportunities, wildlife habitat, and drinking water. The Fraser River Delta and Valley contain rich agricultural land that is among the highest quality and most productive in the country.

This natural environment is important to our quality of life and our sense of place. During the Choosing Our Future process and the regional planning programs that preceded it, residents consistently said they wanted Greater Vancouver’s natural heritage protected from urban sprawl.

To this end, the first step in creating the Livable Region Strategic Plan was to identify the green areas that are fundamental to maintaining Greater Vancouver’s character as a region in nature. After that, we needed to determine how to accommodate population growth in the remaining area. The concept of the Green Zone arose from this process.

The Green Zone serves two key purposes: first, it defines the limit to urban expansion; second, it fosters a shared sense of commitment between the region’s municipalities to protect the lands within it. Four types of land make up the Green Zone, based on the submissions endorsed by each municipality:

- > community health lands, such as watersheds and floodplains;
- > ecologically important lands, such as forests, wilderness areas, wildlife habitat and wetlands;
- > outdoor recreation and scenic lands, such as major parks and recreation areas; and
- > renewable resource lands, such as agricultural and forestry areas.

The Green Zone strategy also includes a regional Park and Outdoor Recreation System (PORS). This system provides a framework for the coordination and planning of major recreational sites and the linkages between them, in order to allow people and wildlife to move more freely across the region.

The Green Zone is a major commitment to protecting Greater Vancouver’s natural heritage, and contributes to environmental sustainability on a regional, national and global scale.

POLICY DIRECTIONS

- Protect the Green Zone
- **Build Complete Communities**
- Achieve a Compact Metropolitan Region
- Increase Transportation Choice

MAJOR CENTRES IN THE GVRD

- Metropolitan Core (Downtown Vancouver and Central Broadway)
- Regional Town Centres, including:
 - Coquitlam Town Centre
 - Downtown New Westminster
 - Langley Town Centre
 - Lonsdale (North Vancouver)
 - Maple Ridge Town Centre
 - Metrotown (Burnaby)
 - Richmond Town Centre
 - Surrey City Centre
- Tourism continues to be a key part of the regional economy. In 1998 there were nearly 7.9 million overnight visitors to Greater Vancouver. That is 2 million more visitors than in 1986, and more than double the number in 1981.

—Source: *Tourism Vancouver*

BUILD COMPLETE COMMUNITIES

Greater Vancouver residents have expressed a strong desire to re-shape regional growth in a way that would create more complete communities. These communities would offer greater diversity, choice and convenience, where people could live, work and play without having to travel great distances to do so.

The foundation for more complete communities is the Livable Region Strategic Plan's network of regional and municipal town centres, which are intended to be primary concentrations of jobs, housing, culture and recreation opportunities. The chosen network reflects and reinforces established centres, and defines some of the emerging centres that will be increasingly important in the future.

Having a network of centres distributed throughout the region means residents will have improved access to the services and facilities they need within their communities, travel distances will be reduced, and connections between communities will be improved.

The Strategic Plan's complete community policies support economic growth by promoting an equitable distribution of jobs in balanced communities, private sector investment in town centres, and investment in the regional transportation system.

The Livable Region Strategic Plan includes three types of centres:

- **Metropolitan Core:** Downtown Vancouver and the commercial district along Central Broadway is the business and cultural centre for the region. It is balanced with high amenity, high density residential neighbourhoods and a high level of transit access.
- **Regional Town Centres:** Greater Vancouver's eight regional town centres will accommodate a large share of the region's future higher density commercial and residential growth with a high level of transit access and interconnection. Each municipality will determine the precise character and scale of its respective centre.
- **Municipal Town Centres:** Municipal town centres are intended to provide business and community facilities, together with opportunities for medium and higher-density residential development in both ground-oriented housing and apartments. They would contain a mixture of region-serving business and local services, be transit and pedestrian-oriented, and be linked by bus connections to the regional transportation system. The Strategic Plan identifies 13 of these centres, although municipal plans may include others.

POLICY DIRECTIONS

- ▶ Protect the Green Zone
- ▶ Build Complete Communities
- ▶ **Achieve a Compact Metropolitan Region**
- ▶ Increase Transportation Choice

DID YOU KNOW?

The Livable Region Strategic Plan's goal is to have about 70% of the region's population located in the Growth Concentration Area by 2021, up from 65% in 1991.

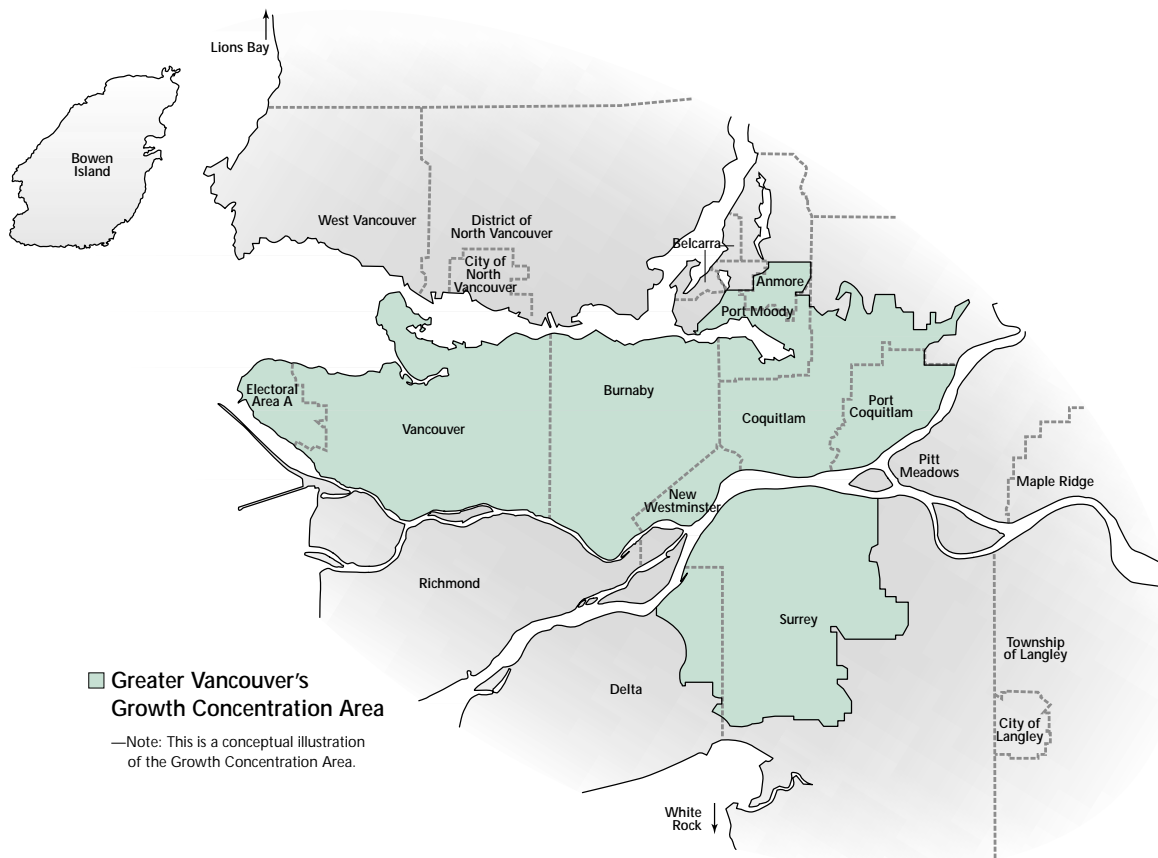
ACHIEVE A COMPACT METROPOLITAN REGION

Developing a more compact metropolitan region is a natural companion to building more complete communities. The Choosing Our Future process made it clear that people wanted growth to be managed more efficiently in order to maintain environmental quality and create more balanced and livable communities. After a review of several possible

options, the compact metropolitan region model was chosen as the best way for Greater Vancouver to achieve this. In essence, the strategy would see most residential growth in the region concentrated in its core municipalities, identified in the Strategic Plan as the "Growth Concentration Area."

This strategy supports communities that accommodate medium and higher-density residential areas, rather than spreading growth throughout the lower Fraser Valley. By focusing growth in the Growth Concentration Area, development pressure on the Green Zone would be reduced, it would be easier to provide a better balance of jobs and housing close together, and the more concentrated settlement pattern would support expanded transit service.

The Strategic Plan includes targets for population, housing and employment for the entire region and for the Growth Concentration Area. This helps to define the region's long-term development vision, and provide a framework for municipalities to manage growth at the local level.



POLICY DIRECTIONS

- Protect the Green Zone
- Build Complete Communities
- Achieve a Compact Metropolitan Region
- **Increase Transportation Choice**

DID YOU KNOW?

➤ “Transportation Demand Management” or “TDM” is intended to encourage changes in people’s travel behaviour in order to reduce traffic and congestion. This is usually done by switching from single occupant vehicle travel to one of the alternatives, such as public transit, reducing the number of trips we make, or travelling at “off peak” times.

➤ Transportation sources (vehicles and other “mobile sources”) account for nearly 40% of greenhouse gas emissions in our region.

—Source: 1998 Emission Inventory
for the Lower Fraser Valley Airshed

INCREASE TRANSPORTATION CHOICE

Greater Vancouver has historically been in love with the car. As the region’s population continues to grow, our dependence on the private automobile needs to be reduced if we are to have any chance of addressing the issues of air pollution, congestion and the spiraling public costs associated with them.

The size of the problem is immense. Compared with other large urban areas in Canada, Greater Vancouver has a high rate of car ownership, a low supply of transit per capita, and relatively low transit ridership. The time it takes to travel between work and home keeps increasing because the distances are greater and the number of cars on the road is way up.

The Livable Region Strategic Plan establishes the region’s approach to reversing these trends, by:

- Working with municipal, provincial and federal partners, as well as neighbouring regional districts, to create a transportation system that supports protection of the Green Zone, complete communities, and a compact metropolitan region;
- Managing growth and development to reduce travel distances and emphasize transit, cycling and walking as the priorities; and
- Encouraging certain types of transportation, such as transit and carpools, and discouraging others, such as the single occupant vehicle.

These objectives are described in detail in the Transport 2021 Medium and Long-Range Transportation Plans for Greater Vancouver, which are linked by policy and specific objectives to the Livable Region Strategic Plan.

The regional transportation objectives need time, money and patience to become reality. The Strategic Plan recognizes that the private automobile will continue to be the dominant way of getting around the region for the foreseeable future. At the same time, it relies on public transit and other high occupancy forms of travel to provide the additional transportation capacity needed to respond to population and economic growth.

The transportation objectives will be reinforced and implemented in large part through the programs and projects initiated by TransLink, Greater Vancouver’s new regional transportation authority.

Implementing the Plan

REGIONAL PLANS HELPING TO MANAGE GROWTH

The Livable Region Strategic Plan provides the framework for other GVRD plans, including:

- GVRD Air Quality Management Plan
- GVRD Solid Waste Management Plan
- GVRD Watershed Management Plan
- GVRD Liquid Waste Management Plan
- Regional Park System

In addition, several other plans and agreements help to manage regional growth, including:

- Regional Context Statements in municipal Official Community Plans (OCPs)
- The plans and programs of TransLink
- Formal agreements between the GVRD and other agencies

The Livable Region Strategic Plan contains several broad policies intended to help guide its implementation. These policies focus on the partnerships that are needed to achieve the stated goals.

Partnerships are essential to the successful implementation of the Strategic Plan, since land use, development and transportation decisions are being made every day in each of the municipalities that make up Greater Vancouver. Taken together, the trends established by these decisions will go a long way in determining how well the growth management objectives of the Strategic Plan are being met. That is why every effort is made to maintain and expand the strong base of collaboration and shared responsibility among the regional partners.

To this end, the GVRD has entered into a number of formal agreements that will assist in implementing the Strategic Plan and addressing the issues that arise along the way.

REGIONAL CONTEXT STATEMENTS

Regional Context Statements are a special form of agreement between member municipalities and the GVRD, as required under the *Municipal Act*. Prepared by the municipalities and accepted by the GVRD Board, they describe the municipal policies, principles and programs which support the Strategic Plan, and, where necessary, how these policies will evolve over time to provide greater consistency with the Strategic Plan. All GVRD municipalities have adopted

Regional Context Statements as part of their Official Community Plans.

TRANSPORTATION

In the past, most major transportation projects in Greater Vancouver were managed by the provincial government. In an effort to provide more regional control over transportation planning, funding and governance, the GVRD Board and the Province agreed to establish the Greater Vancouver Transportation Authority (TransLink). In April, 1999, the new Authority assumed responsibility for managing most aspects of regional transportation, including transit, major roads and transportation demand management programs. TransLink will bring these elements together in its strategic plans to help create a transportation system that meets our growth management objectives.

OTHER AGREEMENTS

The GVRD Board also has agreements with the following agencies to help implement the Strategic Plan:

- Master Implementation Agreement with the Province of BC
- Implementation Agreement with the Greater Vancouver Convention and Visitors Bureau (Tourism Vancouver)
- Implementation Agreement with the Agricultural Land Commission

In addition to these formal agreements, the GVRD participates in the planning processes of other regional organizations, such as the port authorities and the Vancouver International Airport, and coordinates the Intergovernmental Advisory Committee, which brings municipal, regional and provincial agencies together to discuss regional issues and provide advice to the GVRD Board.

Plan Monitoring

The GVRD has a monitoring strategy that tracks how well we are meeting our growth management commitments and whether changes to regional activities or policies are necessary.

- A wide range of “indicators” are monitored to help us understand how the region is evolving and the implications for the Strategic Plan.
- Annual reports record our progress and identify areas that require more attention.
- Longer-term trends are assessed in conjunction with a review of the Livable Region Strategic Plan every five years.

DID YOU KNOW?

➤ The Metropolitan Core (Downtown Vancouver and Central Broadway) accounts for about 30% of all commercial floor space in the region, compared to about 40% in 1981. Over the same period, the eight Regional Town Centers saw their share of commercial floor space grow from 17% to 20% of the regional total.

—Source: GVRD, 1998

➤ The proportion of people who travel to work without using a car is an important indicator of how well we are meeting our transportation goals. In the Growth Concentration Area, about 25% of people travel to work without driving or being a passenger in a car. This number drops to about 15% in communities outside of the Growth Concentration Area.

—Source: GVRD

Opportunities For Change

The Livable Region Strategic Plan will only be effective if it is broadly supported by the region's residents and their governments. This will involve:

- ***individuals***, through the choices we make in our daily lives;
- ***member municipalities***, through local land use, transportation and development decisions;
- ***the GVRD and TransLink***, through the provision of cost-effective regional services and utilities;
- ***the Province***, through collaboration, legislation, and the Master Implementation Agreement;
- ***non-governmental agencies***, through their support for regional growth management objectives; and
- ***partnerships with other agencies and the private sector***.

The Livable Region Strategic Plan: Part Two Adopted Regional Growth Strategy

LRSP: PART TWO

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The Livable Region Strategic Plan

In 1990, the Greater Vancouver Regional District Board adopted the *Creating Our Future* vision:

“Greater Vancouver can become the first urban region in the world to combine in one place the things to which humanity aspires on a global basis: a place where human activities enhance rather than degrade the natural environment, where the quality of the built environment approaches that of the natural setting, where the diversity of origins and religions is a source of social strength rather than strife, where people control the destiny of their community, and where the basics of food, clothing, shelter, security and useful activity are accessible to all.”

The purpose of the Livable Region Strategic Plan is to help realize this vision through Greater Vancouver’s land use and transportation development.

The Livable Region Strategic Plan is the result of a four-year public and intergovernmental consultation process. Early in the process, the public rejected a business-as-usual approach to regional growth that would spread population throughout the Fraser Valley. They rejected it because it would put development pressure on farmland, increase the distance between jobs and housing, cost too much for public services and utilities, and result in worsening air pollution from increased automobile use. The Strategic Plan provides a clear alternative that is more in keeping with the values of *Creating Our Future*.

The Strategic Plan, incorporating policies, targets and maps, is based upon four fundamental strategies:

PROTECT THE GREEN ZONE

The Green Zone is intended to protect Greater Vancouver’s natural assets, including major parks, watersheds, ecologically important areas and farmland. By doing so, the Green Zone also establishes a long-term boundary for urban growth. Municipalities nominated lands to be placed in the Green Zone. In total the municipal submissions comprise two-thirds of the GVRD’s total land base, including half the region’s developable lowlands.

BUILD COMPLETE COMMUNITIES

The Strategic Plan is intended to support the public’s strong desire for communities with a wider range of opportunities for day-to-day life. These communities would be focused on town centres throughout the region. More complete communities would result in a better balance in the distribution of jobs and housing, a wider choice of affordable housing types, a better distribution of public services, and more effective transportation service.

ACHIEVE A COMPACT METROPOLITAN REGION

The Strategic Plan calls for a larger share of residential growth to be accommodated in the Burrard Peninsula municipalities, the North East Sector, North Surrey and North Delta. Concentrating growth in these areas would allow more people to live closer to their jobs, and would make better use of public transit and community services. Communities in the central and eastern Fraser Valley would continue to grow, but at a slower pace. Valley communities would also be more complete, with a balance between job and residential growth.

The Strategic Plan contains region-wide targets for the accommodation of households, population and employment growth. It also contains information provided by individual municipalities on their current estimated growth capacity. It is the GVRD Board's objective that, as community plans are reviewed and updated, the municipal growth capacities change to support realization of the region-wide targets.

INCREASE TRANSPORTATION CHOICE

The Strategic Plan is intended to encourage the use of public transit and discourage the dependence on single-occupant automobile travel. It contains initiatives that place a priority on walking, cycling, public transit, goods movement and then the automobile. The public transit and regional road and highway system is intended to achieve the transportation priorities and to support the land use strategy. Initiatives to manage transportation demand will help change travel habits.

The Livable Region Strategic Plan is a policy of the Greater Vancouver Regional District Board of Directors. It will be implemented through the actions of the GVRD in the delivery of regional services, and through partnerships with GVRD member municipalities, other Lower Mainland local governments, the provincial government, the federal government and other organizations.

Green Zone Policies

In order to protect Greater Vancouver's Green Zone, the GVRD Board will:

1. contribute to development and maintenance of the Green Zone in the management of lands held by the GVRD.
2. enter into partnerships with GVRD member municipalities, the provincial and federal governments, First Nations, and private organizations for the establishment of Greater Vancouver's Green Zone.
3. enter into partnerships with other regional districts and local governments for the establishment of a Lower Mainland Green Zone.
4. seek through partnerships on the establishment of the Green Zone:
 - 4.1 the identification of additional areas to include in the Green Zone;
 - 4.2 the development of new tools for the protection of Green Zone areas, including a land trust for parks and conservation areas, and legal mechanisms;
 - 4.3 increased protection for Green Zone areas at risk from urban development;
 - 4.4 the viability of agriculture through enhanced planning for agriculture as part of the region's economic base, improved communication of the importance of agriculture for the region's livability and other actions;
 - 4.5 the viability of the region's ecology through such measures as an interconnected system of wetlands, upland habitats and wildlife corridors;
 - 4.6 minimization of pressure on the Green Zone through management of urban areas;
 - 4.7 limitation of the extent and impact of transportation corridors in the Green Zone.
5. seek development of a Parks and Outdoor Recreation System through:
 - 5.1 securing endorsement of the Parks and Outdoor Recreation System concept by municipalities, other regional districts and the Province as a framework for development of Greater Vancouver's outdoor recreation and major parks resources;
 - 5.2 encouraging member municipalities to incorporate elements of the Parks and Outdoor Recreation System into Official Community Plans;
 - 5.3 completing a new long-range plan to guide the GVRD's future parks programs, land acquisition priorities, development and funding;
 - 5.4 continuing the joint development of the Lower Mainland Major Parks Plan with the Province and adjacent regional districts;
 - 5.5 pursuing development of the regional parks system and a region-wide trail network, with priority given to areas identified for above-trend population growth.

Complete Community Policies

In order to achieve more complete communities throughout the region, the GVRD Board will:

6. enter into partnerships with the provincial government:
 - 6.1 to share growth with other parts of British Columbia where environmental and economic benefits can be achieved;
 - 6.2 to fulfill Greater Vancouver's role in maintaining and enhancing the environmental quality of the Georgia Basin and in developing the region's potential within the Basin as a focus for transportation, communications and economic development.
7. enter into partnerships with GVRD member municipalities, the provincial and federal governments, and other organizations for the achievement of more complete communities throughout Greater Vancouver.
8. seek through partnerships on complete communities:
 - 8.1 a better balance in jobs and labour force location throughout the region;
 - 8.2 a diversity of housing types, tenures and costs in each part of the region in balance with job distribution;
 - 8.3 an equitable distribution of public social and cultural services and facilities;
 - 8.4 development of a network of high-quality, mixed activity urban centres supported by an appropriate level of public transit and a range of community services and cultural facilities for residents and employees;
 - 8.5 development of telecommunications services and infrastructure that facilitate a reduction in travel demand, remove barriers to job location within the region, and support growth of a modern economy;
 - 8.6 promotion of private sector investment in the business growth of centres;
 - 8.7 development of transportation services and facilities that support local access to centres.
9. enter into partnerships with other Lower Mainland regional districts, the provincial and federal governments, and other organizations for the maintenance and development of complete communities in the Fraser Valley based upon concurrence between job growth and residential development.

Compact Metropolitan Region Policies

In order to achieve a compact metropolitan region, the GVRD Board will:

10. enter into partnerships with GVRD member municipalities, other Lower Mainland regional districts, and the provincial and federal governments to achieve a compact metropolitan region.
11. seek through partnerships on a compact metropolitan region:
 - 11.1 achievement of the population and employment growth targets for 2006 and 2021;
 - 11.2 the identification of further opportunities for the location of ground-oriented housing, with particular emphasis on the Growth Concentration Area;
 - 11.3 provision of transportation services and facilities required to support the population and employment growth targets, with priority given to areas identified for above-trend population and employment growth;
 - 11.4 achievement of adequate population and employment densities in centres and transportation corridors to support planned transit services;
 - 11.5 achievement of travel across the GVRD eastern boundary in the peak hour and direction of not more than 5500 mixed traffic vehicles south of the Fraser River and 2000 mixed traffic vehicles north of the Fraser River.
12. seek through partnerships with GVRD member municipalities, the provincial and federal governments, and other organizations the development of a vigorous regional economy providing the amount, type and distribution of growth to support the objectives of this Strategic Plan.

Transportation Choice Policies

In order to increase transportation choice, and to implement the GVRD Board's decisions on June 29, 1994 to approve the Transport 2021 Long-Range and Medium-Range Plans, the Board will:

13. enter into partnerships with GVRD member municipalities, other Lower Mainland regional districts, the provincial government and its agencies and the federal government and its agencies to plan and deliver a transportation system that supports the protection of the Green Zone, the development of complete communities and the realization of a compact metropolitan region.
14. pursue Transportation Demand Management (TDM) strategies as a fundamental transportation requirement for achieving the goals and objectives of this Strategic Plan.
15. enter into partnerships with GVRD member municipalities, local, provincial and federal governments and private organizations for the establishment of a regional capability to develop, co-ordinate, implement and monitor TDM strategies.
16. seek through partnerships on increasing transportation choice:
 - 16.1 to plan and implement a transit-oriented and automobile-restrained transportation system for the region based on intermediate capacity transit facilities (including light rail transit, SkyTrain and high-capacity busways) within the identified corridors;
 - 16.2 to provide a variety of local transit services and networks with the flexibility to serve different demands in support of the complete communities and the compact metropolitan region;
 - 16.3 to assign priority for increased roadway capacities first to high occupancy vehicles, goods movements, inter-regional movements and then single-occupant automobiles;
 - 16.4 to enhance and/or retrofit local streets and infrastructure to favour transit, bicycle and pedestrian uses;
 - 16.5 to maintain appropriate levels of service for inter-regional and truck movements through the Lower Mainland by pursuing transportation system management strategies and measures including access restriction and future corridor and right-of-way protection;
 - 16.6 to plan and implement transportation services and facilities with priority given to areas identified for above-trend population and employment growth.
17. enter into partnerships with GVRD member municipalities, the provincial government and its agencies, and other organizations to monitor the implementation of transportation policies and strategies by conducting periodic reviews involving research, planning and data collection.

Implementation Policies

In order to implement the Livable Region Strategic Plan through a consensus/partnership process, the GVRD Board will:

18. sustain a consensus/partnership-based regional strategic planning process directed towards achievement of the *Creating Our Future* vision.
19. implement the Livable Region Strategic Plan through the delivery of GVRD services and through partnerships with GVRD member municipalities, other Lower Mainland local governments, the provincial government, the federal government and other organizations.
20. monitor regional change and evaluate progress towards the Livable Region Strategic Plan goals and targets.
21. periodically report to the public and Livable Region Strategic Plan partners on progress towards the goals and targets, and undertake a substantial review of the Strategic Plan five years after adoption.

NOTE:

This Plan is not applicable to the trust area as defined in the Islands Trust Act.

Appended to this Strategic Plan are memoranda of understanding with the Township of Langley, the City of Richmond and the City of Surrey resolving objections to the Strategic Plan. These memoranda are available from the GVRD Policy and Planning department.

Table 1: Livable Region Strategic Plan Growth Management Targets, 2021

	Households	Population	Employment <i>(Excluding Construction)</i>
Greater Vancouver Regional District			
1991 Total	609,000	1,603,000	716,000
Ground-oriented Households*	401,000		
Apartment Households	208,000		
2021 Total	1,135,000	2,676,000	1,317,000
Ground-oriented Households*	741,000		
Apartment Households	394,000		
Growth Concentration Area **			
1991 Total	407,000	1,044,800	507,000
Ground-oriented Households*	244,000		
Apartment Households	163,000		
2021 Total	786,000	1,832,000	951,000
Ground-oriented Households*	491,000		
Apartment Households	295,000		

* includes households occupying single-detached houses, duplexes, converted houses and row houses

** See Livable Region Strategic Plan Map, p. 32

Table 2: Current Municipal Growth Capacities – For Information

(These are currently estimated municipal growth capacities and may be subject to revision)

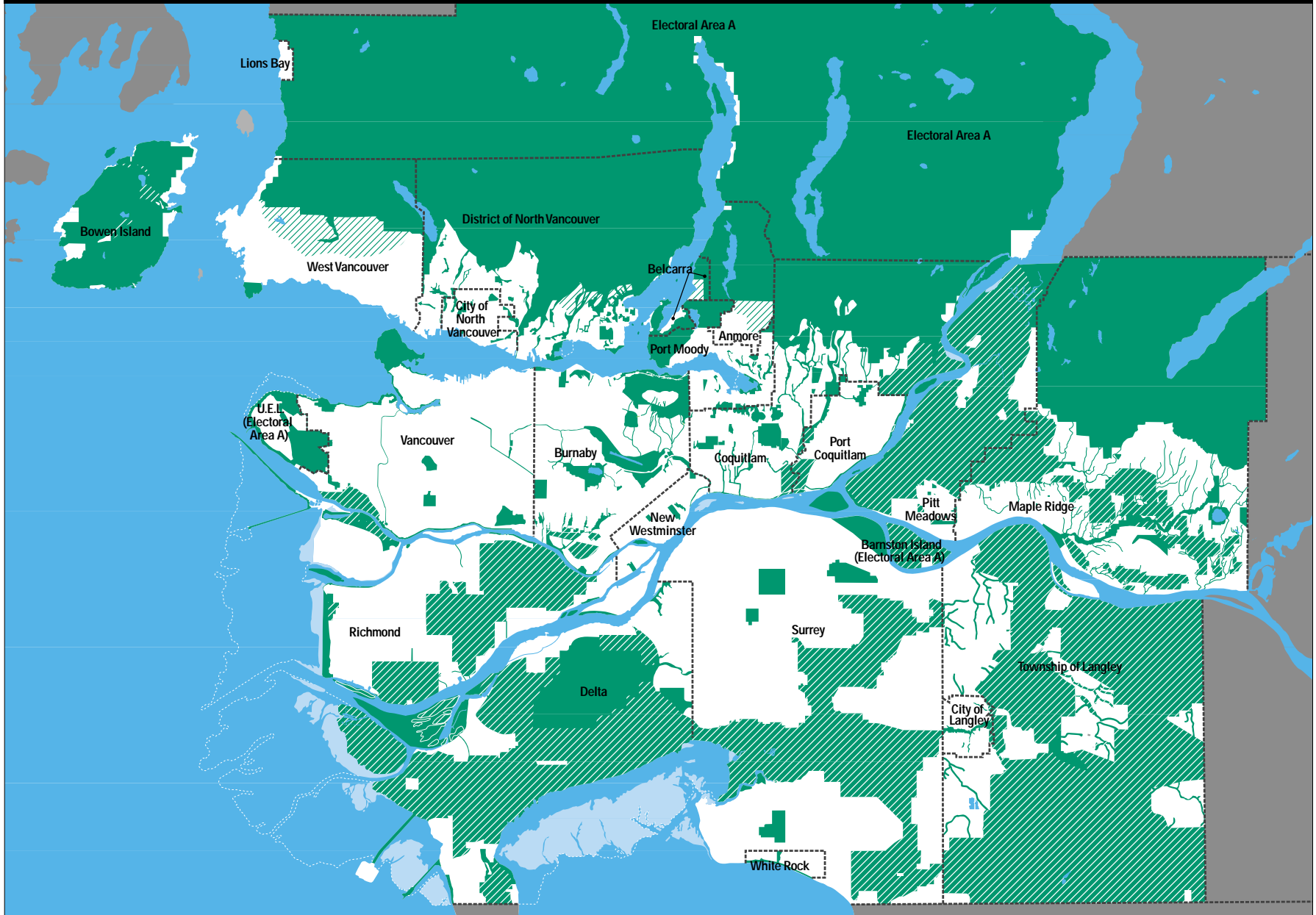
		Households		Population	
		1991 Census	Estimated Capacity	1991 Census	Estimated Capacity
Anmore	Total	300	1,400	700	4,000
	Ground-oriented Households	300	1,400		
	Apartment Households	00	00		
Belcarra	Total	200	300	600	800
	Ground-oriented Households	200	300		
	Apartment Households	00	00		
Burnaby	Total	62,800	110,300	158,900	239,000
	Ground-oriented Households	36,700	57,400		
	Apartment Households	26,100	52,900		
Coquitlam	Total	29,500	67,600	84,000	169,000
	Ground-oriented Households	22,600	43,500		
	Apartment Households	6,900	24,100		
Delta	Total	29,000	39,100	89,000	106,000
	Ground-oriented Households	25,800	31,000		
	Apartment Households	3,200	8,100		
Electoral Area C	Total	800	1,500	2,200	3,000
	Ground-oriented Households	800	1,500		
	Apartment Households	00	00		
Langley City	Total	7,600	15,100	19,800	32,000
	Ground-oriented Households	4,500	5,700		
	Apartment Households	3,100	9,400		
Langley Township	Total	21,500	55,700	66,000	152,000
	Ground-oriented Households	20,800	51,600		
	Apartment Households	700	4,100		
Lions Bay	Total	500	1,100	1,300	3,000
	Ground-oriented Households	500	1,100		
	Apartment Households	00	00		
Maple Ridge	Total	16,900	43,400	48,400	93,000
	Ground-oriented Households	14,500	36,800		
	Apartment Households	2,400	6,600		
New Westminster	Total	21,200	40,900	43,600	67,000
	Ground-oriented Households	7,300	7,600		
	Apartment Households	13,900	33,300		

Table 2: Current Municipal Growth Capacities – For Information (continued)

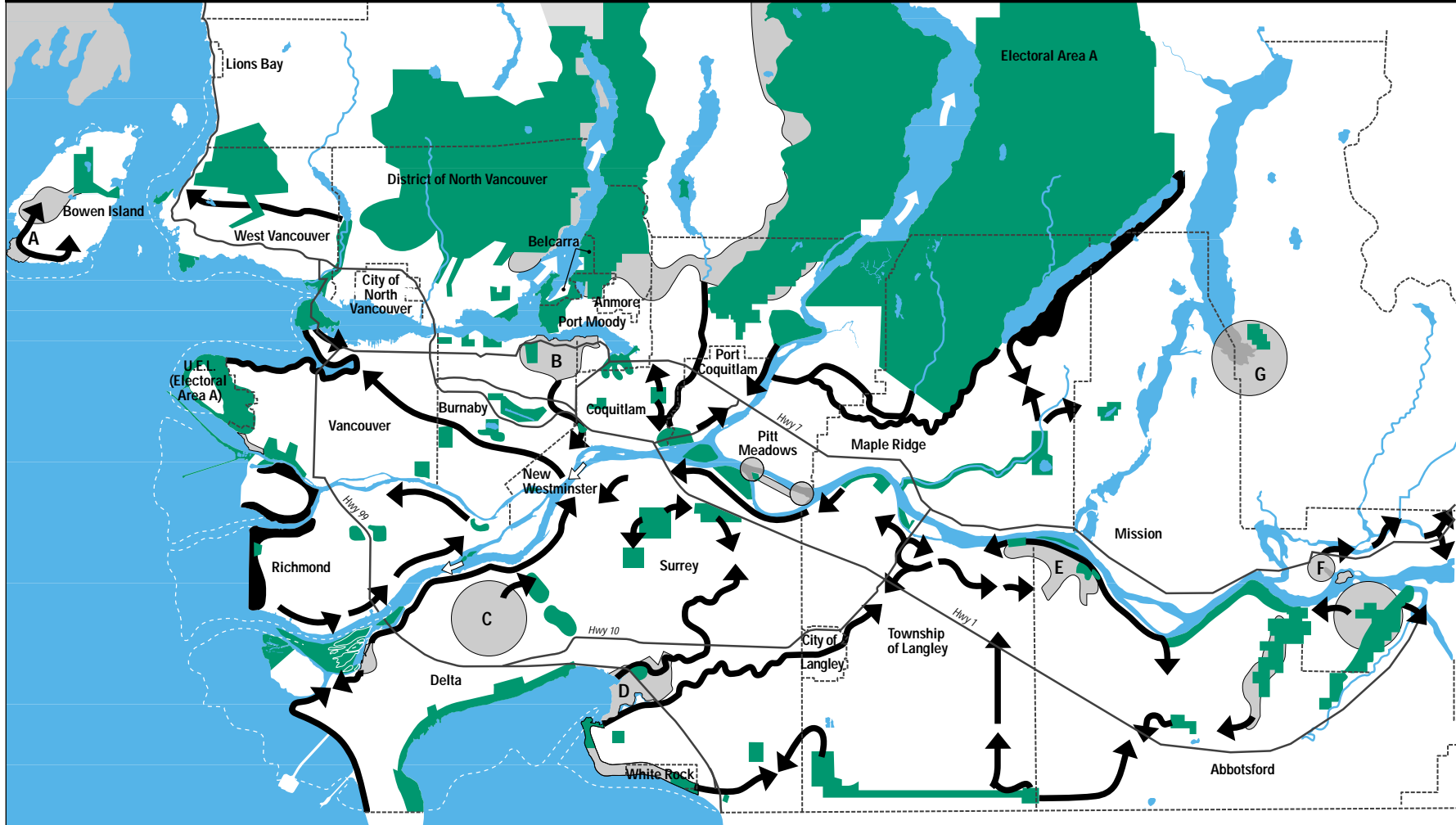
(These are currently estimated municipal growth capacities and may be subject to revision)

		Households		Population	
		1991 Census	Estimated Capacity	1991 Census	Estimated Capacity
North Vancouver City	Total	18,300	23,500	38,400	44,000
	Ground-oriented Households	7,600	11,200		
	Apartment Households	10,700	12,300		
North Vancouver District	Total	26,000	40,600	75,200	103,000
	Ground-oriented Households	22,400	32,900		
	Apartment Households	3,600	7,700		
Pitt Meadows	Total	3,700	5,200	11,100	16,520
	Ground-oriented Households	3,300	3,800		
	Apartment Households	400	1,400		
Port Coquitlam	Total	12,100	30,300	36,800	80,000
	Ground-oriented Households	10,600	24,000		
	Apartment Households	1,500	6,300		
Port Moody	Total	6,200	17,800	17,700	46,000
	Ground-oriented Households	5,300	13,200		
	Apartment Households	900	4,600		
Richmond	Total	44,500	80,500	126,600	185,000
	Ground-oriented Households	33,000	46,500		
	Apartment Households	11,500	34,000		
Surrey	Total	82,200	191,100	245,200	472,000
	Ground-oriented Households	69,300	132,000		
	Apartment Households	12,900	59,100		
Electoral Area A	Total	1,600	5,300	4,500	11,000
	Ground-oriented Households	1,000	4,100		
	Apartment Households	600	1,200		
Vancouver	Total	199,600	298,100	471,800	635,000
	Ground-oriented Households	98,700	118,000		
	Apartment Households	100,900	180,100		
West Vancouver	Total	15,100	22,700	38,800	51,000
	Ground-oriented Households	10,900	14,700		
	Apartment Households	4,200	8,000		
White Rock	Total	8,000	10,000	16,300	17,000
	Ground-oriented Households	4,100	4,200		
	Apartment Households	3,900	5,800		

Green Zone







Park and Outdoor Recreation System (PORS)



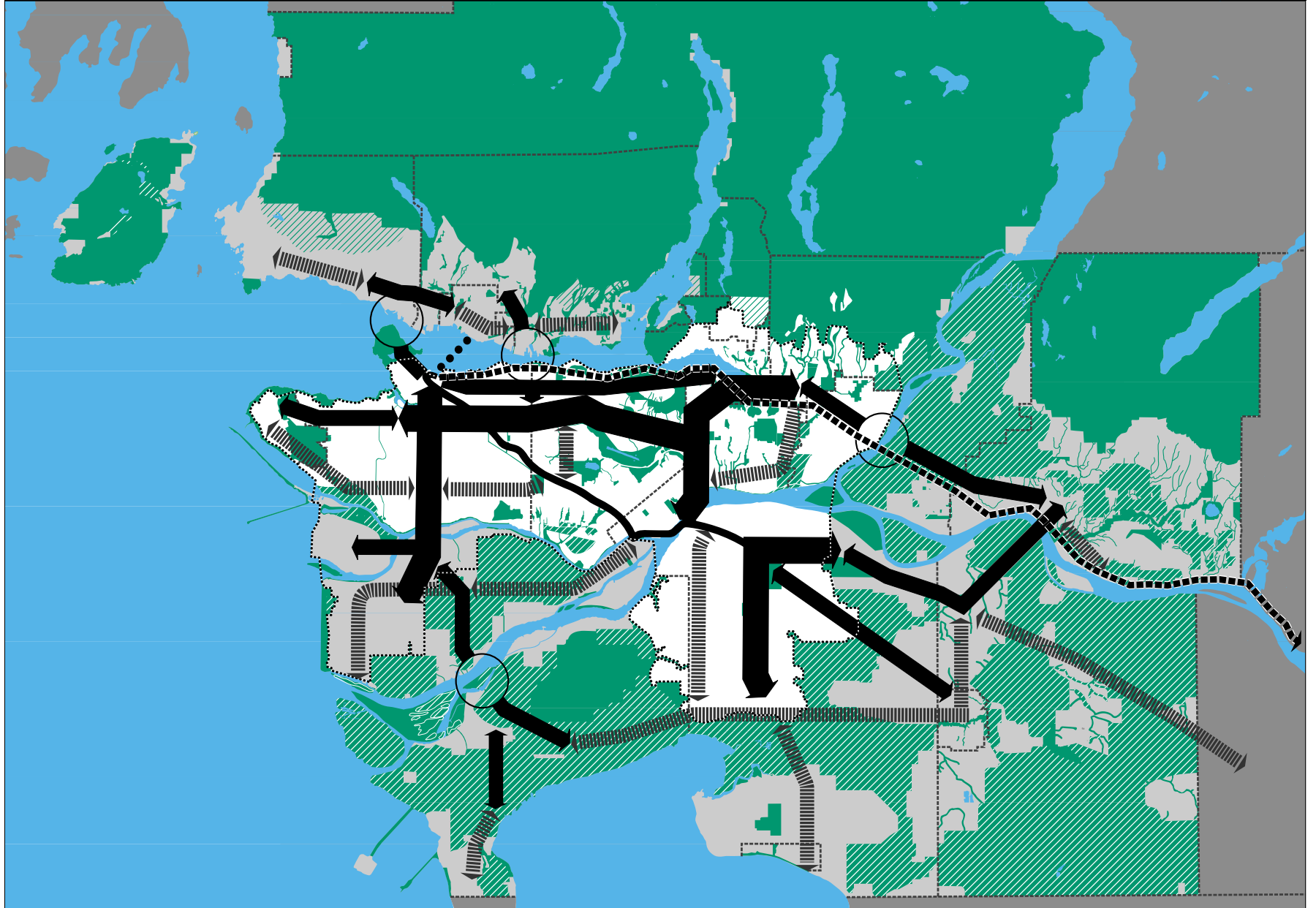
Park and Outdoor Recreation Areas:

- A) Mt. Gardner / Cape Roger Curtis
- B) Burnaby Mountain
- C) Burns Bog
- D) Nicomekl / Serpentine Delta and Rivers
- E) Glen Valley Escarpment and Fraser River Recreation Corridor
- F) Nicomen Slough
- G) East Stave Lake

-  Major Parks & Outdoor Recreation Areas *
-  Potential Outdoor Recreation Areas
-  Potential Recreation/Wildlife Corridors
-  Significant Recreational or Ecological Coastlines

* Includes selected Multi-Use Lands which provide outdoor recreation opportunities

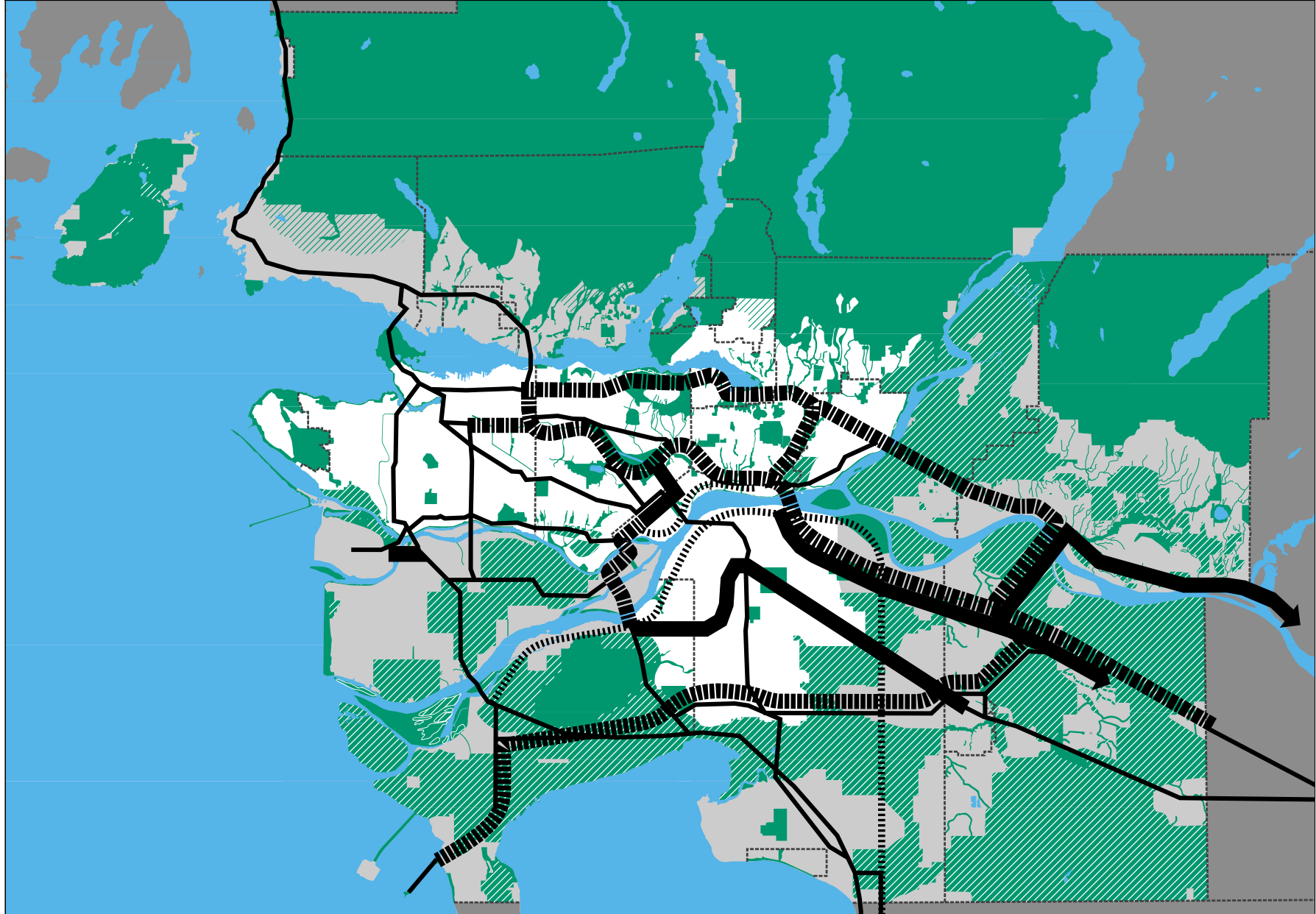
Regional Transit System



-  Existing Skytrain
-  Intermediate Capacity Transit System (Light Rail/Busways)
-  Regional Bus Connection
-  Bus Lane
-  Commuter Rail
-  Existing Seabus
-  Transit Priority for Bridge / Tunnel Access
-  Intermediate Capacity Transit Development Area

Corridors are conceptual. Precise alignments determined at facility planning stage.

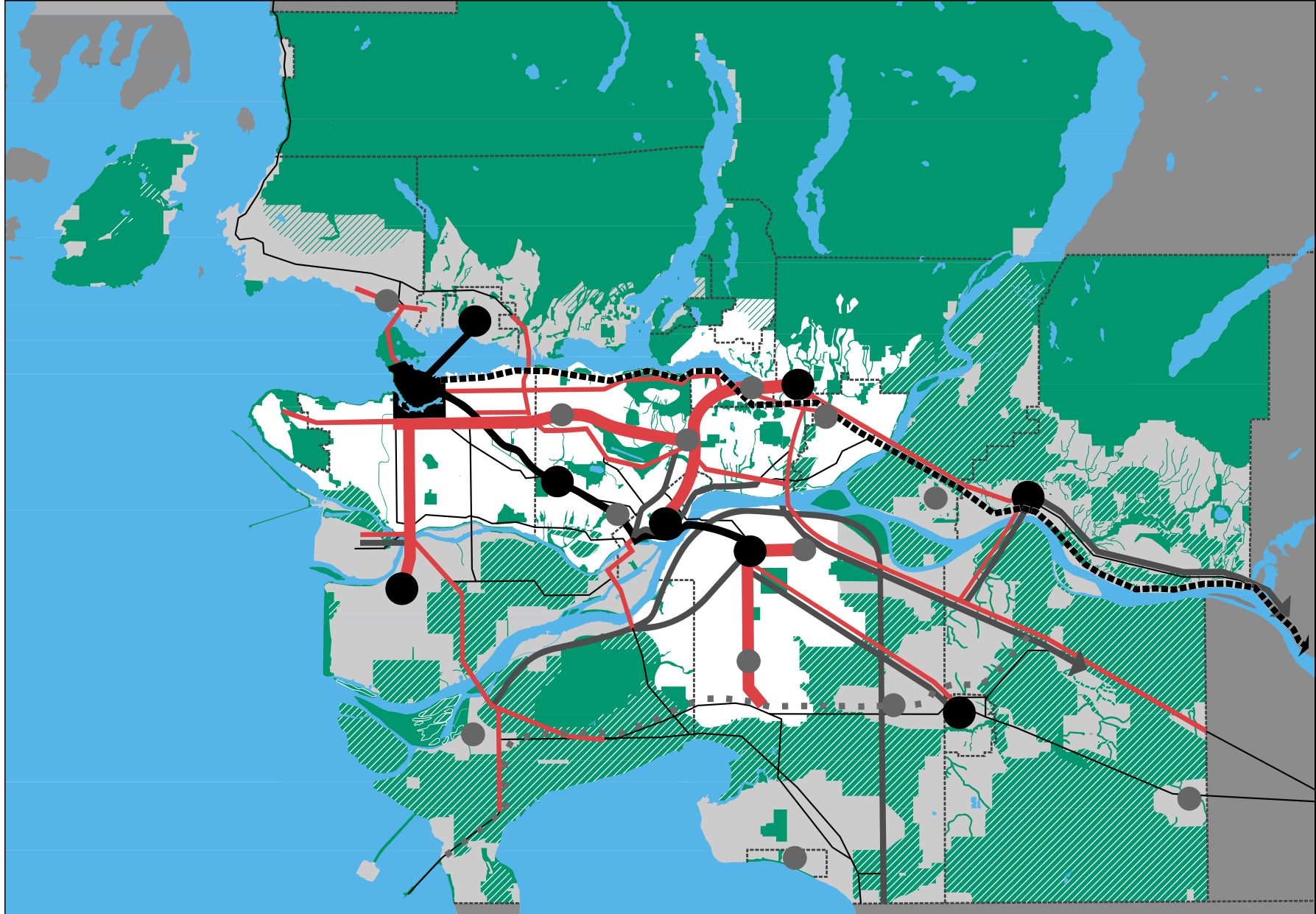
Regional Road and Highway System



-  Existing Major Road
-  New or Upgraded Regional Connection
-  New or Upgraded Goods Movement Connection
-  High Occupancy Vehicle (HOV) Facility
-  New or Upgraded Inter-Regional Highway

Corridors are conceptual. Precise alignments determined at facility planning stage.

Livable Region Strategic Plan



Metropolitan Core

Municipal Town Centres

Agricultural Lands in the Green Zone

Urban Areas

Existing SkyTrain / SeaBus

Bus Lane/Priority; High Occupancy Vehicle Facility

New or Upgraded Inter-Regional Highway Connection

Regional Town Centres

Green Zone Areas

Growth Concentration Area

Areas Under Municipal Consideration

Intermediate Capacity Transit System (Light Rail/Busway)

Regional Roads Connections and Goods Movement

Commuter Rail

