

Township of
Langley



Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 7, 2016 - REGULAR AFTERNOON MEETING	REPORT:	16-113
FROM:	COMMUNITY DEVELOPMENT DIVISION	FILE:	LRP00008
SUBJECT:	TOWNSHIP OF LANGLEY REGIONAL CONTEXT STATEMENT		

RECOMMENDATION:

That Council adopt the Revised Regional Context Statement, presented as Attachment A to this report, and pursuant to Section 448 of the Local Government Act, submit to Metro Vancouver Board for acceptance.

EXECUTIVE SUMMARY:

In July 2011, the Greater Vancouver Regional District (Metro Vancouver) adopted a Regional Growth Strategy (RGS) entitled Metro Vancouver 2040 – Shaping Our Future. Based on provisions of the Local Government Act, the Township of Langley began a process to update its Official Community Plan (OCP), including a Regional Context Statement (RCS), which was completed in July 2013, within the two-year time frame prescribed by provincial statute, and submitted to Metro Vancouver Board for acceptance.

In November 2013, the Metro Vancouver Board refused to accept the Township's RCS and further commenced legal proceedings relating to a number of bylaws. In March and December 2014, the BC Supreme Court and the BC Court of Appeal, respectively, ruled in support of the Township.

The matter of Metro Vancouver Board's refusal to accept the Township of Langley's RCS is subject to a dispute resolution process pursuant to provincial regulations. The Revised Regional Context Statement, presented as Attachment A to this report, is intended to conclude the dispute resolution process, subject to Council's approval and acceptance by the Metro Vancouver Board.

The Revised RCS incorporates amendments intended to result in acceptance by Metro Vancouver Board, subject to Council's approval. The Township's previous RCS has been revised by incorporating additional language reaffirming Township's commitment to the goals and objectives of the RGS, whilst recognizing the roles and responsibilities of local government; and confirming the authority and jurisdiction of the provincial Agricultural Land Commission.

PURPOSE:

The purpose of this report is to obtain Council's approval of a Revised Regional Context Statement and authorization to submit to Metro Vancouver Board for acceptance.

BACKGROUND/HISTORY:

In July 2011, the Greater Vancouver Regional District (Metro Vancouver) adopted a Regional Growth Strategy (RGS) entitled Metro Vancouver 2040 – Shaping Our Future.

Provincial legislation requires that all member municipalities' Official Community Plans (OCPs) be updated within two years to include a Regional Context Statement (RCS). The RCS is intended to set out the relationship between the RGS and the OCP and how they would be made compatible over time. The RCS is subject to acceptance by the regional board to ensure the municipality and the region agree on the compatibility of the two documents. The province has established procedures for dispute resolution should disagreements arise.

In 2011, Township of Langley undertook a process to update the 1979 OCP with a revised RCS that was submitted for acceptance by Metro Vancouver Board in July 2013. In November 2013, the Metro Vancouver Board refused to accept the Township's RCS citing four objections (Attachment B).

DISCUSSION/ANALYSIS:

The Revised RCS, presented as Attachment A to this report, incorporates amendments intended to result in acceptance by Metro Vancouver Board, subject to Council's approval. The Township's previous RCS has been revised by incorporating additional language reaffirming Township's commitment to the goals and objectives of the RGS, whilst recognizing the roles and responsibilities of local government.

The Revised RCS includes a revised map (Map A1), which incorporates 17 amendments to the RGS that were originally submitted to Metro Vancouver as being generally consistent. Other amendments incorporated into the Revised RCS include confirmation of the jurisdiction and authority of the provincial Agricultural Land Commission.

Respectfully submitted,

Ramin Seifi
GENERAL MANAGER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Revised Regional Context Statement

ATTACHMENT B Metro Vancouver Resolution of November 15, 2013

SCHEDULE 1 REGIONAL CONTEXT STATEMENT

1.1 REGIONAL GROWTH STRATEGY GOALS

The Regional Growth Strategy (RGS) of the Greater Vancouver Regional District has five goals:

- Create a compact urban area
- Support a sustainable economy
- Protect the region's environment and respond to climate change impacts
- Develop complete communities
- Support sustainable transportation choices

The Township of Langley OCP relates to all these goals as described in this Regional Context Statement. These RGS goals constitute the social, economic and environmental objectives of the Greater Vancouver Regional Board in relation to the Regional District.

1.1.1. Compact Urban Area

The OCP addresses creation of compact urban areas by identifying an urban development area and urban centres, including the Regional City Centre and Municipal Town Centres identified in the RGS. The urban development area and urban centres are described generally in Section 2.3. The OCP also identifies Community Centres (including the Local Centres in the RGS) and a Frequent Transit Development Area. Major commercial and office development is encouraged in these centres, as well as higher density housing. The Centres and the Frequent Transit Development Area are shown on Maps 3, 4, 5 and 6.

In the event of any inconsistency between the requirements of the Agricultural Land Commission Act, the regulations or orders of the Commission and the boundary of any urban development area, urban centre or associated economic development area, the Agricultural Land Commission requirements will prevail until such time as the inconsistency is resolved.

1.1.2. Sustainable Economic Development

Diverse economic development opportunities close to where people live are supported by encouraging office and commercial uses in the Regional Centre, Town Centre and Frequent Transit Development Areas. The OCP also supports industrial uses by protecting industrial lands and designating them as Industrial. Industrial policies support appropriate accessory uses and do not permit large scale retail or residential uses. Industrial, office, and limited commercial uses are permitted in Mixed Employment areas. Policies related to Mixed Employment permit office and retail commercial uses in these areas outside the Regional Centre and Frequent Transit Development Area. The supply of agricultural land for farming is protected by designating much of the Township as Agricultural. Agricultural viability is supported by policies to discourage subdivision of agricultural land. General interface policies along the agricultural-urban edge are provided. The Rural Plan and Agricultural Viability Strategy provide policies to address transportation, drainage and irrigation, economic development opportunities and educational programs related to agriculture.

1.1.3. Environment, Parks and Natural Areas/Reduction of Greenhouse Gas Emissions

Major conservation and recreation lands are protected by designation on the land use map and by policies that limit the use of these lands. To protect natural features and their connectivity watercourses are designated as a development permit area and a Recreational Greenways Network is provided in this plan. The plan identifies policies to reduce energy consumption from the perspectives of land use and transportation infrastructure. Integrated storm water management and water conservation policies are provided, as well as policies to minimize risks associated with climate change and natural hazards.

1.1.4. Complete Communities

Provision of affordable housing is encouraged through a mix of housing types and tenures and policies to increase the supply of affordable rental housing. The Housing Action Plan also contains policies designed to encourage development of affordable housing. Universally accessible design is supported by requirements for adaptable housing in a proportion of all housing type constructed. Development of healthy and complete communities is encouraged by supporting pedestrian, cycling, and transit oriented communities with public spaces and amenities. A number of policies support provision of recreational facilities and inviting pedestrian and cycling environments, as well as local food production. Local Centres are recognized as Community Centres in the OCP and lower order Neighbourhood Centres may also be recognized in community and neighbourhood plans.

1.1.5. Sustainable Transportation Choices

Land use and transportation are coordinated by aligning centres along major transit routes to encourage future expansion of transit. Mixed use centres are proposed to support transit use. A number of policies address walking, cycling, and transit use. Map 8 shows designated truck routes.

1.1.6. Regional District Services

The OCP contains policies in relation to housing, solid waste, and air quality. The OCP also generally encourages infrastructure and amenity investments in the Urban Centres and Frequent Transit Development Areas.

1.1.7. Agricultural Land reserve

Township of Langley is committed to supporting agriculture. This commitment is articulated in the Township's Official Community Plan (OCP) land use designations, accompanying Rural Plan, and as referenced in the Revised Context Statement table 10, Section 2.3.6. The 'Agriculture' land use designation in the OCP is intended primarily for agricultural uses and supporting services where food production and other forms of agriculture are encouraged. Subdivision is limited in agricultural areas, as set out in the Rural Plan and subject to the approval of the provincial Agricultural Land Commission for land within the ALR. Agricultural viability is further supported by OCP policies to manage the urban-agricultural interface through development permit guidelines, provision of setbacks, landscaped buffers, informational signage, restrictive covenants and transitional land uses.

Notwithstanding this commitment to the protection of agricultural land to support agricultural viability and to limit development, in certain cases and under specific conditions, appropriate municipal flexibility allows amendments to the Township of Langley's OCP for sites with a regional Agricultural or Rural land use designation as specified below.

The following types of amendment to the Township of Langley's OCP are deemed to be consistent with its Regional Context Statement, subject to the satisfaction of the conditions set out below:

- 1) From an Agricultural designation to a Rural designation (or vice versa) within the Township of Langley's OCP, where:
 - a) the proposed use is consistent with the general intent of the 'Agricultural' or 'Rural' land use designations contained in the Township's OCP;
 - b) the subject site no more than 0.5 hectare in size; and
 - c) the subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.

- 2) From an 'Agricultural' or a 'Rural' designation to an urban designation within the Township of Langley's OCP, where:
 - a) the proposed use is consistent with the general intent of an urban land use designation contained in the Township of Langley's OCP;
 - b) the subject site is no more than 2 hectares in size;
 - c) the subject site is contiguous with the existing Urban Containment Boundary specified in the Regional Growth Strategy; and
 - d) the subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.

- 3) From an 'Agricultural' or a 'Rural' designation to an 'Industrial' designation within the Township of Langley's OCP, where:
 - a) the proposed use is consistent with the general intent of the 'Industrial' land use designation contained in the Township of Langley's OCP;
 - b) the subject site is no more than 10 hectares in size;
 - c) the subject site is contiguous with the existing Urban Containment Boundary specified in the Regional Growth Strategy; and
 - d) the subject site is not contiguous with a site previously re-designated pursuant to Revised Context Statement Section 1.1.7.

- 4) From an 'Agricultural' or a 'Rural' designation to a designation supporting agro-industrial uses within the Township of Langley's OCP, where:
 - a) the proposed use is consistent with the general intent of a land use designation in the Township of Langley's OCP that permits agro-industrial uses; and
 - b) the subject site is used for agro-industrial uses such as washing, packaging, processing, storing and selling of farm products, or any agro-industrial use permitted by the Agricultural Land Commission.

In addition to the above, if the subject site is within the Agricultural Land Reserve, the Agricultural Land Commission must have approved exclusion of the subject site from the Agricultural Land Reserve, or granted permission for non-farm use or subdivision, as permitted under the *Agricultural Land Commission Act*. The aggregate of land affected by all re-designations under this provision cannot exceed 1 percent of the municipality's total lands within the Agricultural Land Reserve that has a regional 'Agricultural' or 'Rural' regional land use designation."

1.2 POPULATION, DWELLING AND EMPLOYMENT PROJECTIONS

1.2.1. Population

The Township's population has grown from less than 15,000 in 1961 to about 104,000 in 2011, an average increase of 4.2% per year. The region is growing, and continued robust population growth in the Township is anticipated over the next 30 years. The estimated 2041 population is expected to reach 211,000 based on past growth trends and future expectations of lower growth rates from 2021 to 2041. The population projections are meant as targets to ensure that the Township is prepared for the future. Historic and projected populations are shown graphically in Figure 7.

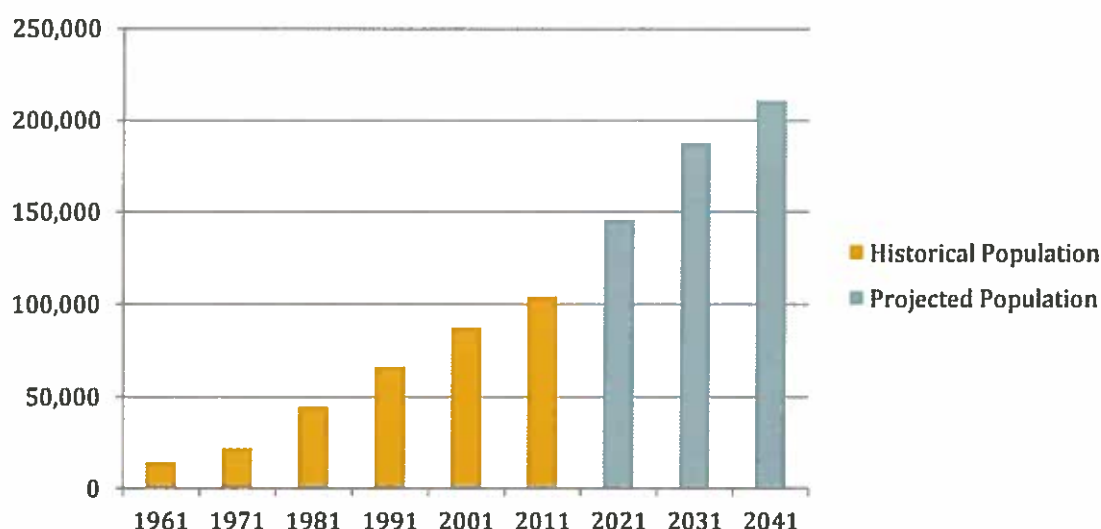


Figure 7 Historical and projected population growth in Langley (1961 to 2041).

Year	Population	Period	Annual Growth Rate
2011	104,000	-	-
2021	144,000	2011-2021	2.9%
2031	186,000	2021-2031	2.6%
2041	211,000	2031-2041	1.3%

Table 3 Projected Population and Growth Rates in Langley (2011 to 2041)

The projected population for the Regional Centre, the Town Centres, and the Frequent Transit Development Area are shown in the table below.

Area	2013	2021	2031	2041
Regional Centre (Willowbrook)	1,375	1,700	3,400	5,100
Willoughby Town Centre	10	2,100	3,000	2,925
Aldergrove Town Centre	680	1,100	2,000	3,520
Carvolth FTDA	1,460	4,500	6,335	6,962

Table 4 Projected Population for Areas in Langley (2011 to 2041)

Langley's population is expected to grow in all age groups over the next 30 years. As observed in the rest of the country, the highest growing age group in percentage terms over the next decades will be those over 65 years of age, as shown in Figure 8. The proportion of the population under 19 years of age is projected to decline from about 25% to 21.5% of the total population by 2041 and the proportion over 65 years is expected to increase from 13% to almost 21%. The aging population will have significant impacts on housing, mobility, accessibility, recreation, and servicing needs. Despite its aging population, Langley will remain a relatively young community compared to most municipalities and the region overall.

In addition to these age-related trends, the cultural profile of this population growth is anticipated to become increasingly diverse.

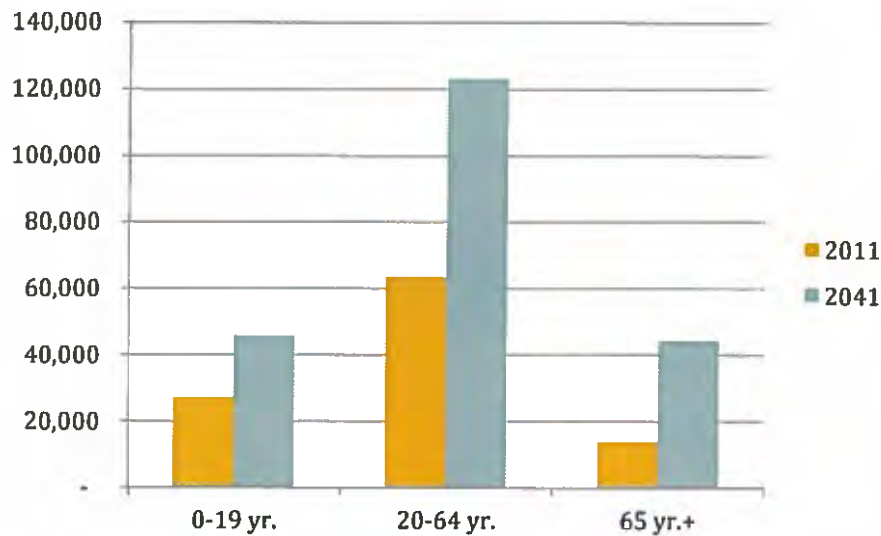


Figure 8 Age group projections in Langley (to 2041).

1.2.2. Housing

To accommodate the projected population growth, approximately 37,000 new dwelling units will have to be constructed by 2041 (accounting for those dwellings constructed from 2011 to 2013). Of these, the majority (85%) are projected to be ground-oriented units (single-family, rowhouse, and townhouse), with the remainder (15%) as apartment units. This represents an increase in the proportion of apartments as compared to the 2011 housing mix (8% apartments). Rental and affordable housing options will need to be considered as part of the housing mix.

Year	Number of Dwellings
2011	38,800
2013	41,100
2021	52,000
2031	69,000
2041	78,000

Table 5 Dwelling Units Needed in Langley (to 2041)

Dwelling unit projections for the Regional Centre, the Town Centres and the Frequent Transit Development Area are provided in the table below.

Area	2013	2021	2031	2041
Regional Centre (Willowbrook)	800	1,000	2,000	3,000
Willoughby Town Centre	4	1,000	1,500	1,625
Aldergrove Town Centre	270	500	1,000	2,000
Carvolth FTDA	832	2,500	3,500	3,825
Total	1,906	5,000	8,000	10,450

Table 6 Dwelling Units Needed for Areas in Langley (to 2041)

1.2.3. Employment

Providing employment in the community is important because it offers opportunities for residents to work close to where they live, thereby reducing the time, cost, and environmental impacts of commuting, and also providing a diversified assessment base for property taxes. Ideally, the number of jobs within the community would be equal to the number of people in the labour force.

The industrial, institutional, retail, and office sectors provide most of the employment in the Township, followed by home-based business, recreation, and agriculture. Robust employment growth is expected to continue in all sectors, with the largest increases in office and industrial jobs.

Two employment targets are provided. The first target was based on a regional projection, offered by the RGS. The second was developed as part of the Township's Employment Lands Study and provides a more ambitious target. The Township's target is an aspirational goal that if achieved would provide an approximately 1:1 ratio between the number of jobs in the Township and the number of residents in the labour force. The higher projection may be difficult to achieve due to an aging population and technological change, but a 1:1 job to labour force ratio would greatly assist in achieving a sustainable community.

Year	MV Projection (High)	Township Projection
2021	69,000	76,000
2031	88,000	91,000
2041	100,000	100,000

Table 7 Employment Targets in Langley (to 2041)

Employment projections for Regional Centre, the Town Centres, and the Frequent Transit Development Area are provided in the table below.

Area	2011	2021	2031
Regional Centre	17,400	20,000	20,400
Willoughby Town Centre	25	300	700
Carvolth FTDA	875	5,200	6,400
Aldergrove Core	1,800	2,400	2,600
Total	20,100	27,900	30,100

Table 8 Employment Targets for Areas in Langley (to 2041)

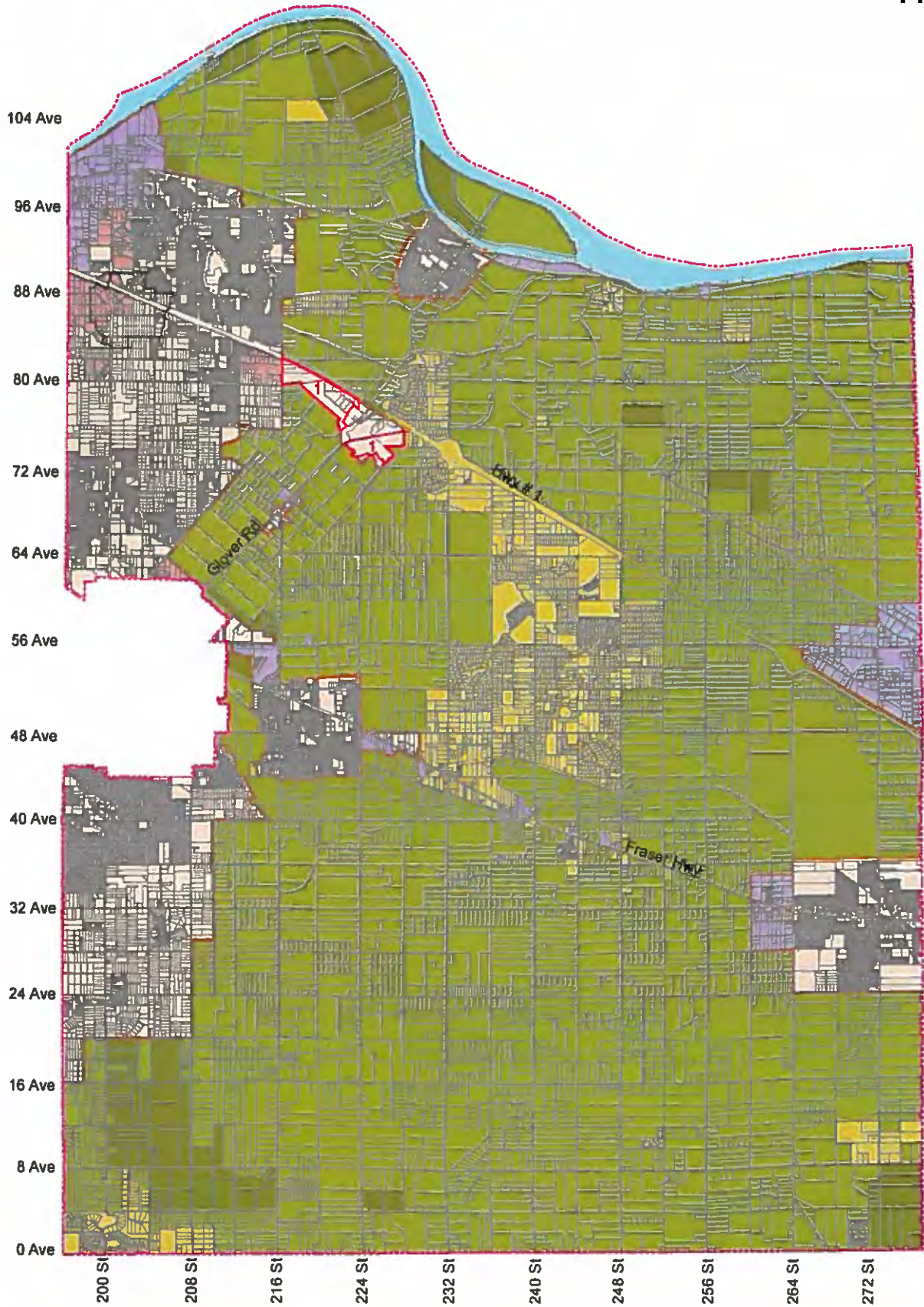
1.3 REGIONAL LAND USE DESIGNATIONS

On March 7, 2011, Township of Langley Council accepted, by resolution, *Metro Vancouver 2040: Shaping our Future* ("Metro 2040"), reflecting the Township's general commitment to its vision and goals. Pursuant to Section 446 of the Local Government Act, each municipality must submit to the board of the regional district a regional context statement that identifies the relationship between the municipal Official Community Plan (OCP) and the Regional Growth Strategy and, if applicable, how the OCP is to be made consistent with the RGS over time.

The Regional Growth Strategy provides a map of regional land use designations as a tool to achieve the goals of the Regional Growth Strategy and provide the basis for defining matters of regional significance. Section 447 of the Local Government Act provides that a Regional Context Statement will identify how the Official Community Plan is to be made consistent with the Regional Growth Strategy over time. The Official Community Plan is to be made consistent from time to time with the Regional Growth Strategy over time in the following manner:

- a) by way of Township applications to the GVRD Board for amendments to the Regional Growth Strategy regional land use designations;
- b) despite paragraph (a), by way of amendments to the Official Community Plan made consistent with the Regional Context Statement that has been accepted by the GVRD.

Map A-1 below sets out proposed changes to regional land use designations in the 2011 RGS that would make the OCP consistent with the RGS.



Land Use Designations

- | | | |
|---|---|--|
|  Frequent Transit Development Area |  General Urban |  Rural |
|  See note below |  Industrial |  Agriculture |
|  Urban Containment Boundary |  Conservation & Recreation |  Mixed Employment |

RGS Land Use (Proposed)



1. Designation is subject to approval of the Provincial Agricultural Land Commission. Refer to Settlement Agreement between the Township of Langley and Metro Vancouver.



Version: 08/09/2016

1.4 ROLE OF MUNICIPALITIES

Table 10 below lists the municipal actions as required by the Regional Growth Strategy and provides information on the sections of the Official Community Plan that address those requirements or discusses how the Official Community Plan will be made consistent with the Regional Growth Strategy over time. In particular, the Table contains a description of Official Community Plan policy provisions relative to the listed "Role of Municipalities" within the Regional Growth Strategy. For certainty, the Official Community Plan policies contained in this Table are not incorporated by reference from the Official Community Plan so as to be substantive policies of the Regional Context Statement, but are inserted solely to specifically identify the relationship between the Official Community Plan and the Regional Growth Strategy matters referred to under Section 850 of the Local Government Act and to identify how the Official Community Plan will be made consistent with the Regional Growth Strategy over time.

Table 10 RGS Actions and OCP Policies

Section	RGS Action	OCP Policies
1.1.3 a)	Depict Urban Containment Boundary on a map	The urban development area is defined by the urban land uses on Maps 1 and A-1.
1.1.3 b)	Provide population, dwelling unit, employment projections and how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary	Schedule 1 includes tables that provide population, dwelling unit and employment projections. Only about 2.5% of population growth from 2011 to 2041 is expected to occur outside the urban development area, shown on Map A-1.
1.2.6 a)	Provide population, dwelling unit, employment projections that indicate the municipal share of planned growth for Urban Centres, Frequent Transit Development Areas	Schedule 1 provides population, dwelling unit, employment projections for Urban Centres and Frequent Transit Development Areas
1.2.6 b)	<p>Include policies for Urban Centres which</p> <ul style="list-style-type: none"> i. Identify the general location, boundaries and types of Urban Centres on a map ii. Focus growth and development in Urban Centres iii. Encourage office development through policies and/or other financial incentives iv. In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres 	<ul style="list-style-type: none"> i. Urban Centres are shown on Maps 3 to 5. ii. Sections 2.3.2, 2.3.3, 2.3.7 and 2.3.8 provide policies to direct major commercial and higher density residential development to Urban Centres. The scale of development and densities permitted in the Urban Centres are higher than other areas in the Township. The Willowbrook Community Plan and the Langley Town Centre Plan guide the development of the Willowbrook area as part of the Regional City Centre. Future planning in the Willowbrook area will update the planning policies to assist in creating a mixed use high density transit oriented regional centre. The Aldergrove Community Plan provides for a compact, mixed use walkable and transit oriented downtown with commercial and high density residential uses. The Willoughby Community Plan and Yorkson Neighbourhood Plan provide for the development of a town centre for Willoughby consisting of mixed use commercial and high density residential uses in a pedestrian oriented environment. iii. Office development is encouraged in all Urban Centres (Section 2.3.7). Future work will be undertaken to determine appropriate policies and the need for incentives to encourage office development. iv. Consideration of reduced residential and commercial parking requirements are provided for in Section 2.3.13 as transit service improves.

Section	RGS Action	OCP Policies
1.2.6 c)	<p>Include policies for Frequent Transit Development Areas that:</p> <ul style="list-style-type: none"> i. Identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas consistent with Table 3, TransLink's Frequent Transit Network, and other applicable guidelines and policies ii. Focus growth and development in Frequent Transit Development Areas iii. In coordination with the provision of transit service, establish or maintain reduced residential and commercial parking within Frequent Transit Development Areas 	<ul style="list-style-type: none"> i. Frequent Transit Development Areas are shown on Maps 3 and 6. Policies related to Frequent Transit Development Areas are in Sections 2.3.6, 2.3.7, 2.3.8, 2.3.11, 2.3.12, 2.3.13, and 2.3.14 ii. Sections 2.3.7 and 2.3.8 direct office development and higher density residential uses to Frequent Transit Development Areas. iii. Consideration of reduced residential and commercial parking requirements are provided for in Section 2.3.13 as transit service improves.
1.2.6 d)	<p>Include policies for General Urban areas that:</p> <ul style="list-style-type: none"> i. Identify the General Urban areas and their boundaries on a map ii. Ensure development of General Urban areas outside of Urban and Frequent Transit Development Areas are generally lower density iii. Where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit iv. Exclude non-residential major trip-generating uses, as defined in the RCS, from those portions of General Urban areas outside Urban Centres and Frequent Transit Development Areas v. Encourage infill development by directing growth to established areas where possible 	<ul style="list-style-type: none"> i. General Urban areas are identified on Maps 1 and A-1. ii. General Urban areas outside of Urban Centres and Frequent Transit Development Areas are designated for lower density land uses in the community plans. iii. Local Centres are identified on Map 3 as Community Centres and are intended to provide a mix of housing types, local serving commercial activities and good access to transit; the Walnut Grove, Fort Langley, Murrayville and Brookwood/Ferridge Community Plans designate commercial core areas with a mix of housing types in close proximity. iv. Section 2.3.8 directs higher density residential and commercial development and high trip-generating uses to Urban Centres and Frequent Transit Development Areas and restricts major non-residential trip-generating uses such as large format retail uses from locating outside those areas. v. Section 2.4.6 encourages infill development.
1.2.6 e)	<p>Include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment or Conservation and Recreation areas, the Industrial, Mixed Employment or Conservation and Recreation intent and policies prevail, except that higher density commercial</p>	<p>Policies for the Mixed Employment designations in the Regional Centre and the Carvolth Frequent Transit Development Area are provided in Section 2.4.14.</p>

Section	RGS Action	OCP Policies
	would be allowed in the Mixed Employment areas	
1.2.6 f)	<p>For Urban Centres, Frequent Transit Development Areas and GU areas, include policies which:</p> <ul style="list-style-type: none"> i. Support continued industrial uses by minimizing the impacts of urban uses on industrial activities ii. Encourage safe and efficient transit, cycling and walking iii. Implement transit priority measures, where appropriate iv. Support district energy systems and renewable energy generation, where appropriate 	<ul style="list-style-type: none"> i. Sections 2.3.12 and 2.4.7 support existing industrial uses and specify how new urban uses shall minimize impacts on existing industrial uses. ii. Sections 2.3.14 and 2.4.8 encourage safe and efficient transit, cycling and walking. iii. Sections 2.3.14 and 2.4.8 provide opportunity for transit priority measures where appropriate. iv. Section 3.16 supports district energy and other energy conservation measures.
1.3.3 a)	Identify Rural areas and their boundaries on a map	General boundaries identified on Maps 1 and A-1.
1.3.3 b)	Limit development to a scale, form and density consistent with the intent for the Rural land designation and what is compatible with on-site sewer servicing	<p>Section 2.2.6 specifies density of development in the Rural area and discusses sewer servicing. Sections 5.5.3 and 5.6.2 of the Rural Plan include lot size provisions, subject to Agricultural Land Commission regulations.</p> <p>The Subdivision and Development Servicing Bylaw does not require municipal sewer system in the rural area other than in the community of Milner.</p>
1.3.3 c)	<p>Include policies which:</p> <ul style="list-style-type: none"> i. Specify the allowable density and form ii. Support agricultural uses within the ALR, and where appropriate outside the ALR 	<ul style="list-style-type: none"> i. Section 2.2.6 specifies the density and general form of development. Sections 5.5.3 and 5.6.2 of the Rural Plan include lot size provisions, subject to Agricultural Land Commission regulations and approvals. ii. Section 2.2.6 allows agricultural uses in the Rural area.

Section	RGS Action	OCP Policies
2.1.4 a)	Support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas	Sections 2.3.7 and 2.3.8 support office and commercial development in the Regional Centre, Town Centre, and Frequent Transit Development Areas. Sections 2.4.11, 2.4.13 and 2.4.14 support industrial uses in Industrial areas and industrial, office and limited commercial uses in Mixed Employment areas. The specific definition of "activities not normally attracted to these locations" in Section 2.4.14 related to Mixed Employment areas located outside the Regional Centre and Frequent Transit Development Area is detailed in community and neighbourhood plans.
2.1.4 b)	Support development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable DCCs, and/or other financial incentives	Section 2.3.7 supports office development in the Regional Centre and Town Centres and provides incentives for office development for future consideration.
2.1.4 c)	Include policies that discourage major commercial and institutional development outside Urban Centres or Frequent Transit Development Areas	Section 2.3.5 allows for neighbourhood centres providing small-scale commercial development to serve the local area or neighbourhood. Sections 2.3.7 and 2.3.8 also provide policies encouraging higher density residential commercial development and office development to centres and Frequent Transit Development Areas.
2.1.4 d)	Show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals are supported through land use and transportation policies	Sections 2.4.18 and 2.4.19 provide land use policies to support the growth and development of Trinity Western University. The Road Classifications map (Map 7) provides for extension of 80 Avenue to provide additional access to the University.
2.2.4 a)	Identify industrial areas and their boundaries on a map	Industrial areas are shown on Maps 1 and A-1.
2.2.4 b)	<p>Include Industrial policies that:</p> <ul style="list-style-type: none"> i. Support and protect industrial uses ii. Support appropriate accessory uses, including commercial space and caretaker units iii. Exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary) and stand-alone office uses to a scale that are not supportive 	<ul style="list-style-type: none"> i. Section 2.4.11 states the intention of Industrial areas to be used for manufacturing and warehousing use. Section 2.3.12 supports industrial activity by minimizing impacts on existing industrial areas through buffering, landscaping and building design, as does Section 3.7.7. ii. Section 2.4.11 allows retail use directly related and accessory to the industrial use and provides for limited commercial uses to support industrial activities, subject to policies in community plans. Residential use is limited to one unit for the owner,

Section	RGS Action	OCP Policies
	<p>of industrial activities</p> <p>iv. Encourage better utilization and intensification of industrial areas for industrial activities</p>	<p>manager, or caretaker.</p> <p>iii. Section 2.4.11 provides that commercial and residential uses other than those permitted in that section would not be permitted.</p> <p>iv. Section 2.4.12 encourages better utilization and intensification of industrial areas. This will be based on Metro Vancouver’s “Best Practices for the Intensive Use of Industrial Land”.</p>
2.2.4 c)	Identify Mixed Employment areas and their boundaries on a map	Mixed Employment Areas are shown on Maps 1 and A-1.
2.2.4 d)	<p>Include policies for Mixed employment areas which:</p> <p>i. Support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate</p> <p>ii. Allow large and medium format retail where appropriate, provided that such development will not undermine the broad objectives of the RGS</p> <p>iii. Support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas</p> <p>iv. Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas</p> <p>v. Allow low density infill/expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink’s strategic transportation</p>	<p>i. Section 2.4.13 supports industrial uses in Mixed Employment Areas and encourages better utilization of land and intensification of industrial development. Section 2.4.14 also provides policies for office and commercial uses. Section 3.7.7 encourages buffering of employment lands from non-employment lands.</p> <p>ii. Section 2.4.14 permits commercial uses in conformity with community and neighbourhood plans.</p> <p>iii. Sections 2.3.7 and 2.3.8 direct higher density commercial development and high trip-generating uses to the Regional Centre, Town and Community Centres and the Frequent Transit Development Areas.</p> <p>iv. Section 2.4.14 provides for more intensive forms of commercial development in Mixed Employment areas located within Regional and Town Centres and Frequent Transit Development Areas. These provisions will be detailed in community and neighbourhood plans.</p> <p>v. Section 2.4.14 permits office and retail commercial uses in Mixed Employment Areas outside the Regional and Town Centres and Frequent Transit Development Areas in locations that are well served by transit.</p> <p>vi. Section 2.4.13 permits residential use for only one dwelling unit per lot for owner, manager or caretaker use.</p>

Section	RGS Action	OCP Policies
	<p>vi. plans for the planned densities Exclude residential uses, except for an accessory caretaker unit</p>	
2.2.4 e)	<p>Include policies which help reduce environmental impacts and promote energy efficiency</p>	<p>Section 3.13 includes a number of policies addressing environmental impacts. Section 3.16 includes policies related to energy.</p>
2.3.6 a)	<p>Specify Agricultural areas and boundaries on a map</p>	<p>Agricultural areas are shown on Maps 1 and A-1.</p>
2.3.6 b)	<p>Include policies to support agricultural viability including those which:</p> <ul style="list-style-type: none"> i. Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture ii. Discourage subdivision of agricultural land leading to farm fragmentation iii. Where feasible and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities iv. Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning) v. Demonstrate support for economic development opportunities for agricultural operations(e.g. processing, agri-tourism, farmers' markets and urban agriculture) vi. Encourage the use of agricultural land, with an emphasis on food production vii. Support educational programs that provide information on agriculture and its importance for the regional economy and local food systems 	<ul style="list-style-type: none"> i. Agricultural lands are shown as Agriculture on Map 1 to support agricultural viability and limit development. These lands are further protected in Sections 5.5 and 5.6 of the Rural Plan with policies that encourage agricultural use and restrict other uses. ii. Sections 2.1.1 and 2.1.2 discourage development outside the urban development area and limit subdivision and commercial and industrial and institutional uses. The Rural Plan discusses minimum parcel sizes for subdivision, subject to the approval of the Agricultural Land Commission. iii. The Agricultural Viability Strategy addresses transportation, drainage and irrigation infrastructure to support agricultural activities. iv. Sections 2.1.3 and 2.1.4 and 3.6.9 and Section 5.11 of the Rural Plan provide general policies for the agricultural-urban interface. Development permit provisions have been enacted for some areas (Carvolth and Northeast Gordon neighbourhoods in Willoughby) and a development permit provision to cover all the agricultural-urban edges is underway. v. Section 2.1 of the Agricultural Viability Strategy and Part 4 of the Rural Plan support economic development opportunities related to agriculture. Urban agriculture is addressed in Sections 3.3.10 through to 3.3.13. vi. Section 2.2.1 encourages food production and Sections 4.3.1 and 5.5.1 of the Rural Plan recognizes the importance of agriculture. vii. Section 3.6.10 recommends exploration of an Agricultural Centre of Excellence with educational links, Section 3.3.11

Section	RGS Action	OCP Policies
		<p>encourages agricultural education and Section 4.5 of the Rural Plan makes a number of recommendations on education related to the agricultural industry. Section 2.1.4 of the Agricultural Viability Strategy also lists a number of actions to promote agriculture in the Township.</p>
3.1.4 a)	<p>Identify Conservation and Recreation (C&R) areas and their boundaries on a map</p>	<p>Conservation and Recreation areas are shown on Maps 1 and A-1.</p>
3.1.4 b)	<p>Include land use policies to support protection of Conservation and Recreation areas that are consistent with the following:</p> <ul style="list-style-type: none"> i. Public service infrastructure, including the supply of drinking water ii. Environmental conservation iii. Recreation, primarily outdoor iv. Education, research and training facilities and uses that serve conservation and/or recreation users v. Commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation vi. Limited agricultural use, primarily soil based 	<ul style="list-style-type: none"> i. Areas designated as Conservation and Recreation are parks and open space areas in Langley that provide land for active and passive recreation and natural areas. ii. Section 2.2.14 states that Recreation and Conservation lands be used for environmental and ecological conservation iii. Section 2.2.14 states that Recreation and Conservation lands be used for outdoor recreation purposes iv. Section 2.2.14 includes education, research, and training associated with conservation and recreation v. Section 2.2.15 provides policies related to commercial activities. vi. Section 2.2.16 provides policies on limited agricultural use.
3.1.4 c)	<p>Include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas</p>	<p>Section 2.2.15 addresses buffering of Conservation and Recreation areas from activities in adjacent areas.</p>
3.2.4	<p>Include policies and/or maps that indicate how ecologically important areas and natural features will be managed (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1)</p>	<p>Section 3.13 addresses management of environmentally sensitive areas, wildlife habitat and streams and riparian areas. All watercourses in the Township are designated as a development permit area in Schedule 3. Section 3.15 addresses lands subject to hazardous conditions.</p>
3.2.5	<p>In collaboration with other agencies develop and manage municipal components of the MV Regional Recreation Greenway Network (RRGN) and connect community trails, bikeways and greenways to the RRGN where</p>	<p>Sections 3.14.3 through to 3.14.7 and Map 12 provide a plan for recreational greenways that incorporate the components of the Recreational Greenway Network.</p>

Section	RGS Action	OCP Policies
	appropriate	
3.2.6	Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and established buffers and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and eco-gifting)	Section 3.13, Ecological Services, identifies measures to protect enhance and restore ecologically important systems.
3.2.7	Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans	Section 3.12.19 addresses provision and implementation of integrated stormwater management plans for all Township watersheds within Urban Development Areas.
3.3.4 a)	Identify how to use land development and transportation strategies to meet greenhouse gas reduction targets and consider how these targets will contribute to the regional targets	<p>Development of mixed use, pedestrian, bicycle and transit friendly centres and urban areas with higher density housing forms is encouraged to reduce greenhouse gas emissions.</p> <p>Sections 2.5.18 and 3.17.5 address community design and GHG reduction strategies and Section 3.9 addresses walking, cycling, and transit.</p>
3.3.4 b)	<p>Identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:</p> <ul style="list-style-type: none"> i. Existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geexchange systems, and electric vehicle charging infrastructure ii. Community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system) 	<ul style="list-style-type: none"> i. Section 3.16 provides policies encouraging district heating, green building design and renewable heat systems. ii. Sections 2.5.5 through to 2.5.11 provide design guidance for transit, cycling and pedestrian modes of transportation.
3.3.4 c)	Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink's Frequent Transit Network	Infrastructure and amenities will be focussed in Urban Centres and Frequent Transit Development Areas.

Section	RGS Action	OCP Policies
3.3.4 d)	Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives	Section 3.12 provides a number of policies to support integrated storm water management and water conservation
3.4.4	Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires)	Sections 3.17 and 3.15 address climate change and lands subject to hazardous conditions.
3.4.5	Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations	Section 3.17.7 recommends assessment of potential impacts of climate change. Section 3.15 addresses floodplain protection and setback of buildings from watercourses.
4.1.7 a)	<p>Include policies or strategies that indicate how municipalities will work toward meeting the estimated future housing demand, which:</p> <ul style="list-style-type: none"> i. ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans ii. increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density iii. in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit iv. encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures 	<ul style="list-style-type: none"> i. Section 2.5.2 encourages a mix of housing forms and tenures. This policy is implemented through community and neighbourhood plans. ii. Section 2.5.2 encourages a mix of housing forms and tenures. This policy is implemented through community and neighbourhood plans. iii. Section 2.5.2 encourages a mix of housing tenures. Section 3.1.4 recommends policies to increase the supply of affordable rental housing. The Housing Action Plan includes an action to ensure that new neighbourhood plans include affordable, rental and special needs housing. The Township will work with the federal and provincial governments, Metro Vancouver, and the development industry to provide affordable rental housing for households with low or low to moderate incomes. iv. The Housing Action Plan includes actions to encourage affordable housing.

Section	Action	OCP Policies
4.1.8	<p>Prepare and implement Housing Action Plans which:</p> <ul style="list-style-type: none"> i. assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability ii. identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs iii. identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Section 4.1.7 iv. encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock v. identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum vi. cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5 	<p>Council endorsed a Housing Action Plan in 2013 that:</p> <ul style="list-style-type: none"> i. assessed local housing conditions ii. identified housing priorities iii. identified actions to meet the objectives of the plan iv. encouraged supply of new rental housing, v. Section 3.1.2 provides that the Township will work with other levels of government to increase the number of affordable housing units. vi. Section 3.1.2 provides that the Township will work with the Metro Vancouver Housing Corporation to increase the number of affordable housing units.
4.2.4 a)	Support compact, mixed use, transit, cycling and walking oriented communities	Sections 2.5.3 through to 2.5.8 support compact, mixed use, transit, cycling and walking oriented communities.
4.2.4 b)	Locate community, arts, cultural, recreational, institutional, medical/health, social service educational facilities and affordable housing in Urban Centres or areas with good access to transit	Section 2.3.11 directs community arts and cultural facilities and other major institutional facilities to the Regional Centre, Town and Community Centres and the Frequent Transit Development Areas or other areas with good access to transit.
4.2.4 c)	Provide public spaces and other place-making amenities for increased social interaction and community engagement	Sections 2.5.7, 2.5.12, 2.5.19, 2.5.20 and 3.14 address the need for public spaces and amenities.

Section	Action	OCP Policies
4.2.4 d)	Support active living through the provision of recreational facilities, parks, trails, and safe and inviting pedestrian and cycling environments	Sections 3.3.1 through to 3.3.5, and Sections 3.3.7 through to 3.3.9 outline a number of ways to support active living.
4.2.4 e)	Support food production and distribution throughout the region, including in urban areas roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers' markets near housing and transit services	Sections 3.3.10 through to 3.3.13 support local food production and distribution.
4.2.4 f)	Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities	Section 3.13 provides for integration of ecological services into broader planning initiatives.
4.2.4 g)	Support universally accessible community design	Section 3.1.9 requires adaptable design (as set out in Schedule 2) of some dwelling units.
4.2.4 h)	Where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas	Local Centres are designated as Community Centres (Section 2.3.4 and Map 3). Section 2.3.5 provides for the designation of Neighbourhood Centres in Community Plans.
4.2.4 i)	Recognize the Special Employment Areas as shown on the Map 11; Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips	There are no Special Employment Areas in the Township, but Trinity Western University is recognized through designation of a University District intended to provide for integrated development of learning, cultural, employment, recreational, and housing opportunities (Sections 2.4.18 and 2.4.19) linked to the Willoughby area by an extension of 80 Avenue to Glover Road.

Section	Action	OCP Policies
5.1.6 a)	Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network	Higher density residential development and major commercial development is permitted in the Regional Centre, Town and Community Centres and Frequent Transit Development Areas. These centres are located on major roads in the community to encourage expansion of the transit system. The centres are located along direct routes. Section 2.3.9 and urban design guidelines in Section 2.5 encourage mixed use development. Where the guidelines are not incorporated into current plans, they will be considered in future Community and Neighbourhood plan updates. Section 3.9 includes a number of policies to encourage walking, cycling, transit and multiple-occupancy vehicles.
5.1.6 b)	Identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs	Section 3.9.9 identifies a general policy to consider demand management strategies. Section 3.9 includes a number of policies to encourage walking, cycling, transit and multiple-occupancy vehicles.
5.1.6 c)	Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking	Section 3.9 includes a number of policies to encourage walking, cycling, and transit and multiple-occupancy vehicles.
5.2.3 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, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings	Map 8 shows truck routes for the Township that serve Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, and the airport.
5.2.3 b)	Identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	The land use policies in Section 2, particularly policies related to centres and land use designations (Sections 2.3 and 2.4), and policies in Sections 3.8 and 3.9 support efficient transportation. The Road Classifications map (Map 7) does so as well.

Section	Action	OCP Policies
5.2.3 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;	Section 3.8.18 recommends consideration of demand management strategies where appropriate. Section 3.8 supports the development of local and regional transportation system management strategies.
5.2.3 d)	Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities	Section 3.8.14 addresses protection of rail rights-of-way and access to navigable waterways.

SCHEDULE 2



metrovancover

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**METRO VANCOUVER BOARD'S
RESOLUTION OF NOVEMBER 15, 2013**

Resolution Form

This is to advise that at the November 15, 2013 Regular Meeting, the Greater Vancouver Regional District Board of Directors considered the following report:

Consideration of the Township of Langley's Regional Context Statement

and passed the following resolution:

"That the Board not accept the Township of Langley's Regional Context Statement as submitted to the Metro Vancouver Board on July 23, 2013, based on the following objections:

- a) Regional Context Statement section 1.3 'Regional Land Use Designations' is inconsistent with section 866(2) (b) of the *Local Government Act*.
- b) Regional Context Statement Map A-1, RGS Land Use, is inconsistent with the Regional Growth Strategy Land Use Designations map (Map 2).
- c) Regional Context Statement section 1.1.7 'Agricultural Land Reserve' implies that the Township may amend its OCP in order to permit zoning to proceed, despite the fact that the subject land is designated Rural or Agricultural in the Township's Regional Context Statement and the Regional Growth Strategy.
- d) Regional Context Statement section 1.4 'Role of Municipalities' contains a statement that the Township's OCP policies referenced in the Regional Context Statement are not substantive policies of the Regional Context Statement and thus, the Township's Regional Context Statement does not respond to the Regional Growth Strategy's goals, strategies and actions."

I, Paulette A. Vetleson, hereby certify the foregoing to be a true and correct copy of a Resolution as finally adopted at the November 15, 2013 Regular meeting of the Greater Vancouver Regional District Board of Directors.

Dated at Burnaby, British Columbia, this 15th Day of November, 2013.


Paulette A. Vetleson, Corporate Officer