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Part 1: Introduction

The Regional Growth Strategy for the Squamish-Lillooet Regional District (SLRD) is an initiative of the SLRD, the District of Squamish, the Resort Municipality of Whistler, the Village of Pemberton and the District of Lillooet. The purpose of a regional growth strategy under Part 25 of the Local Government Act is to "promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land and other resources." The SLRD Regional Growth Strategy is the result of several years of public consultation and intergovernmental dialogue. It supports collaborative planning and consensus-based problem solving across the region.

The Regional Growth Strategy is intended to provide a broad policy framework describing the common direction that the regional district and member municipalities will follow in promoting development and services which are sustainable, recognizing a long term responsibility for the quality of life for future generations. A sustainable future is one that provides for balanced economic, social and environmental well-being and that acknowledges the duty to use land and resources in a way that does not diminish their natural capacities and intrinsic values. Subsequent planning and decision-making will be guided by our vision of a sustainable future, including the smart growth principles that form the basis of the Regional Growth Strategy Memorandum of Understanding which was established at the outset of the process.

The Regional Growth Strategy will assist all parties with an interest in the region to:

1. Work together to address matters of common regional concern;
2. Demonstrate respect for each other’s jurisdictions and processes;
3. Maintain good communications and coordination with respect to land use and other decisions of a regional and sub-regional nature;
4. Create a long term vision informed by the key principles of sustainability and embark on a path to our future in a manner that finds a responsible balance between the environmental, economic, and social needs of our communities.

The SLRD and its partners initiated a regional growth strategy in January 2003 recognizing that the region was facing a unique combination of opportunities and challenges, including the following:

- Responsibility for co-hosting the 2010 Winter Olympics and the desire by all residents to benefit from related socio-economic opportunities;
- Infrastructure and legacies associated with this significant international event, including major upgrading of the Sea to Sky Highway;
- Urban and rural land use pressures and the desire for managed growth in the southern part of the region (Sea to Sky corridor);
- Declining employment and the desire for managed economic recovery in the northern part of the region;
- Leadership in land and resource management being taken by First Nations with traditional territory in the region and the desire for improved relations and better cross-cultural communication with our First Nations neighbours;
• Active promotion of crown land development by the Province and its agencies and the desire for a coordinated, collaborative approach among all levels of government.

The project began with initial regional issue-identification and the development of a shared vision and goal statements. Early on, member municipalities requested the flexibility to design their own approaches to achieving the vision and goals of this strategy through Official Community Plans and other means of local decision making. In 2005, the SLRD and its members developed a Regional Growth Strategy Memorandum of Understanding (MOU), a “bridging” document based on the principles of smart growth, in order to guide decision-making on key regional issues until the RGS was adopted. Following this, a draft RGS was created based on earlier consultation results and the principles contained in the MOU.

There has been extensive consultation on the draft RGS. Provincial agencies and neighbouring regional districts were consulted and their interests were taken into account in the development of this strategy. Significant efforts have also been made to involve aboriginal communities in the development of this framework. It is important to acknowledge that First Nations Land Use Plans and Provincial Land and Resource Management Plans exist alongside the Regional Growth Strategy. A key focus has been to encourage coordination and cooperation between local, senior and First Nations governments in providing greater economic certainty and balancing community development, recreation and tourism, and environmental protection in the region.

While the growth strategy will guide the SLRD and its member municipalities with respect to land use decisions in accordance with their legislative authority, it does not alter the role of the senior governments to manage crown land uses in the public interest, nor does it commit their agencies to a particular course of action. Its intention is to guide development and encourage collaborative approaches toward a sustainable future.
Part 2: Context

Overview

The Squamish-Lillooet Regional District is a complex region, comprising a wide range of landscapes and lifestyles and covering a total area of 16,500 square kilometers of land. Straddling the southern Pacific Ranges of the Coast Mountains, the SLRD encompasses a diversity of ecosystems and biogeoclimatic zones, from the wet Coastal Western Hemlock zone along Howe Sound, to the drier Interior Douglas Fir zone of the Lillooet River watershed. The land covered is varied and includes steep mountainous terrain, heavily forested areas, glaciers, river valleys and floodplains. Approximately 20% of the SLRD landscape is located within parks and protected areas, yet the least protection is afforded to the biologically diverse, lower elevation areas that are also most desirable for human settlement. The SLRD contains a range of settlement types from remote aboriginal communities, to small, historic mining towns like Bralorne, to the international mountain destination resort municipality of Whistler.

There are four incorporated municipalities and four electoral areas in the SLRD, as shown on Figure 1 – SLRD Context Map. The four municipalities are: the District of Lillooet, the Village of Pemberton, the Resort Municipality of Whistler and the District of Squamish. The four electoral areas are: Area A (Upper Bridge River Valley), Area B (Pavilion Lake / Yalakom Valley), Area C (Pemberton Valley / Mount Currie to D’arcy corridor) and Area D (Howe Sound East / Upper Squamish Valley / Squamish to Whistler corridor / Callaghan Valley). All four municipalities and three electoral areas (Areas B, C and D) participated in the development of the RGS. The Regional Growth Strategy does not apply to Electoral Area A, which was permitted to opt out of the RGS.

There are several First Nations who have reserve lands and asserted traditional territory partially or wholly located within the boundaries of the SLRD, as shown on Figure 2 – Aboriginal Communities. The majority belong to the Squamish Nation and the St’át’imc Nation. The traditional territory of the St’át’imc Nation includes the participating St’át’imc communities of Lil’wat (Mount Currie), N’Quát’qua (Anderson Lake), Shalalth (Seton Lake), Nxw’ssten (Bridge River), Sekw’el’wás (Cayoose Creek), T’il’t’it (Lillooet), Ts’kw’aylácw (Pavilion), and Xaxl’ip (Fountain) Bands. The In-SHUCK-ch Nation also partially overlaps with the SLRD boundaries and consists of the Samahquam, Skatin and Douglas Bands.

Economic change has been dramatic in the region, with primary resource extraction and manufacturing declining and being replaced by tourism and service sector jobs as a primary source of income. This trend has been particularly evident in the southern area of the SLRD. The northern part of the SLRD, including Lillooet and surrounding electoral areas, has been challenged by slow population growth and economic changes over the past 5-10 years, while the southern communities of the Sea-to-Sky Corridor faced higher growth rates and escalating housing costs. This has created challenges for regional planning, as the needs and goals of these sub-regions vary significantly.
Population Projections

The rate of population growth in the region has been consistently higher than the provincial average, although there has been a province-wide slowing trend over time. The population of the SLRD more than doubled from 16,232 residents to 35,225 residents in the thirty year period from 1976 to 2006 (Census Canada). During this time period, the population in the region increased at an annual rate of approximately 3.9%, while the provincial population only increased by 2.3% for the 1976 – 2006 period. Some of the primary factors driving growth include lifestyle reasons, increasing demand for recreational services, economic and employment opportunities, natural beauty and environmental qualities, and proximity to the Lower Mainland.

Strong, sustained growth is predicted for the SLRD in the next thirty years. The population of the region is projected to almost double again in the period from 2003 to 2031: from 35,141 residents to 68,153 residents (Urban Futures). Figure 1 shows a gradual increase in the annual growth rate from less than one percent in the near term to approximately 2.8 % per year by 2016 before declining to 2.2 percent by 2031 (Urban Futures).

![Figure 3: Trend Population, Squamish Lilooet Regional District, 2003 to 2031](source: Urban Futures, 2004)

During this period of overall growth, the mix of age groups within the population is expected to change substantially. Figure 2 compares the 2003 and projected 2031 age structure. Senior citizens will form a much larger demographic, resulting in greater demands for health care, housing, recreation and other services related to older age groups. Population growth in First Nations communities will outpace growth in other areas. First Nations populations will have a much younger age profile, resulting in high demands for housing, education and job opportunities. A more detailed analysis of population trends and projections is found in the 2005 SLRD Regional Growth Strategy Base Case Report.
Population change will play a significant role in driving future housing occupancy demand in the region over the next three decades. This is due to the lifecycle of housing occupancy where the propensity to maintain a household increases with age. Figure 3 shows population increasing 94% (33,000 new residents) and housing occupancy demand increasing by 114% between 2003 and 2031 (15,459 new dwelling units).
What type of growth is desirable?

The SLRD and its partners recognize the importance of planning for a sustainable future based on a long term vision and the intermediate steps required to take us to our chosen vision. The vision of a sustainable future includes:

- Living within the limits imposed by natural systems;
- Reducing our dependence on non-renewable resources;
- Encouraging zero-waste, re-use and recycling;
- Minimizing disturbance of ecological and physical processes;
- Managing land, water and air wisely and efficiently;
- Recognizing and reducing human impacts leading to climate change;
- Understanding the interconnections among economy, society and environment; and
- Distributing resources and opportunities fairly and with an awareness of future generations.

Sustaining the region’s exceptional quality of life and stunning natural beauty while managing projected increases in population in the south and stimulating economic recovery in the north is a key priority. Determining what constitutes positive growth for the SLRD and the many communities and rural areas within its boundaries is not a simple matter, as the goals for the diverse parts of the SLRD differ:

For urban areas, there is the need to plan for compact, sustainable communities, to accommodate expected growth over the next 30 years, and to ensure that urban densities are being achieved in the designated growth areas.

For rural areas, land use patterns should support traditional rural lifestyles and economic transitions, while at the same time protect environmental values and resources on which both the urban and rural areas depend, and preventing sprawl and extension of urban services into the rural land base.

RGS Smart Growth Principles

The Squamish-Lillooet Regional District and member municipalities collaboratively developed and endorsed Smart Growth principles that are included within a Memorandum of Understanding established to guide the preparation of the RGS. These include:

1. Direct urban development towards existing communities (avoiding urban and rural sprawl);
2. Build compact, mixed-use neighbourhoods;
3. Create walkable communities;
4. Promote a variety of low impact transportation options;
5. Advocate a range of affordable housing options;
6. Foster distinct, attractive, economically sustainable communities with a strong sense of place;

1 The RGS Smart Growth principles summarize the core values that have guided the development of the RGS and that will also guide its application in the Squamish Lilooet Regional District.
7. Protect and promote responsible stewardship of green spaces and sensitive areas;
8. Ensure the integrity of a productive agricultural and forestry land base;
9. Endorse energy efficient infrastructure;
10. Ensure early and ongoing public involvement that respects community values and visions;
11. Cultivate a culture of cooperation, coordination and collaboration between local governments, provincial agencies, federal agencies, and First Nations.
Part 3: The Strategy

Vision

Our vision of the Squamish-Lillooet Regional District in 2025 and beyond is of:

A region comprised of diverse, distinct and liveable communities that share a commitment to:

- Practice economic, social and environmental sustainability;
- Protect the region’s natural beauty;
- Enhance the region’s world-class outdoor recreation;
- Foster balanced and equitable economic growth; and
- Make decisions that engage local, provincial, federal and First Nation governments, and reflect the values of communities.

Goals

The SLRD and its members will strive to achieve the following nine goals. These broad statements provide the strategic directions that will be used to address growth management challenges over the next 20 years.

Goal 1: Focus Development into Sustainable, Compact Communities

Goal 2: Improve Transportation Linkages and Options

Goal 3: Support a Range of Affordable Housing

Goal 4: Achieve a Sustainable Economy

Goal 5: Protect Natural Eco-system Functioning

Goal 6: Encourage the Sustainable Use of Parks and Natural Areas

Goal 7: Create Healthy and Safe Communities

Goal 8: Enhance Relations with Aboriginal Communities

Goal 9: Improve Collaboration among Jurisdictions
**Goal 1: Focus Development into Sustainable, Compact Communities**

The Regional Growth Strategy aims to encourage compact, sustainable communities as the basis for land use planning throughout the region. ‘Compact, Sustainable Communities’ refers to settlement that takes a long-term view of the quality of life for future generations, promotes the efficient use of land at higher population densities with greater transportation choices, protects agriculture, natural areas and open spaces, and provides an opportunity to live and work in the same community. Focussing settlements into compact, sustainable communities or nodes moves us toward a vision of sustainable, highly liveable communities with accessible services, public spaces, parks, and cultural and recreation amenities.

The Regional Growth Strategy provides a smart growth framework that recognizes a range of opportunities to apply these principles across different settlement types. The purpose of this framework is not to limit development in the region but rather to shape the pattern and quality of development along a more sustainable path. Population growth and settlement development will be primarily directed to compact Urban Areas and Master Planned Communities on the basis of smart growth principles. New urban communities will not be considered outside of the established settlement areas. Non-Settlement Areas that have important agricultural, environmental, back-country recreational, aesthetic and natural resource values will be protected.

It is recognized that detailed planning is required in some parts of the region to further determine the appropriate boundaries for ‘compact sustainable communities’ during the initial period of the RGS. Special provisions are also included to encourage economic development and urban growth and revitalization in the Lillooet area.

**Sustainable, compact communities will be achieved by:**

- **Developing Compact Urban Form** - Accommodating major growth within the urban boundaries of Squamish, Whistler, Pemberton and Lillooet, with appropriate policies for infill and increased population density.

- **Establishing Long-term Settlement Boundaries** - Delineating the existing and future settlement areas and, in accordance with smart growth principles, provide for the phased extension of urban boundaries to clearly distinguish the urban/non-urban edge.

- **Maintaining Nodal Development in the Sea to Sky Corridor** - Concentrating development in the Howe Sound to D’Arcy corridor into compact, well-planned centres separated by natural resource and rural land uses and avoid the potential for continuous or dispersed linear development.

- **Encouraging Urban Growth and Revitalization in Lillooet** - Supporting urban development of central Lillooet as the major service centre in the north-eastern sub-region in conjunction with economic development initiatives.
Promoting More Complete Communities - Providing for a mix of land uses in community development, particularly at Porteau Cove, Furry Creek and Britannia Beach, to enhance the potential for more integrated, complete communities.

Protecting Rural / Resource Landscapes - Maintaining the integrity of ‘non-settlement’ lands that have particular physical constraints or values, and ensure rural residential or resort development is compatible with the rural landscape.

Settlement Planning Map

A Regional Settlement Planning Map, presented as Map 1, identifies the settlement types and provides the spatial context for growth management strategies. The purpose of this map within the RGS is to guide the land use and community planning processes by defining the long-term urban boundaries where they are known, identifying areas where further planning is required to determine such boundaries, and assisting in delineating the defined non-settlement areas within the region.

Land use designations have been mapped to assist the implementation of Goal 1 of the RGS. These include:

- **Urban Areas** – areas designated in Official Community Plans or otherwise identified for existing and future urban growth, including serviced rural residential areas that are contiguous with and functionally part of existing urban areas, but excluding non-settlement areas that have agricultural, environmental, open space, parks and protected areas, hazard lands and other limited use constraints. Table 1 lists the identified Urban Areas.

- **Non-Urban Settlement Areas** – areas designated in Official Community Plans or otherwise classified as Master Planned Community, Rural Community and Serviced Residential settlements and for long-term low density Rural Residential land uses, excluding areas that have agricultural, environmental, open space, parks and protected areas, hazard lands and other limited use constraints. Table 1 lists the Non-Urban Settlements: Master Planned Community, Serviced Residential, Rural Community, and Rural Residential Areas.

- **Non-Settlement Areas** – lands designated as Agricultural Land Reserve (ALR), limited use, environmentally sensitive and hazard lands, parks, open space or protected areas, and Crown forest lands where major settlement development will be discouraged.

The Settlement Areas Planning Map provides a general guide for a regional settlement pattern that reflects a commitment to sustainable, compact communities. This is a conceptual map with an expression of intent with regard to settlement and non-settlement boundaries that will assist more detailed land use planning within Official Community Plans.
Special Planning Areas, identified in Schedule1, indicate where further long-range land use planning is required on an interim basis in the Lillooet sub-area in conjunction with Official Community Plan review and economic development initiatives. Consistent with the smart growth principles endorsed by the member municipalities and the Regional District, the review and updating of Official Community Plans may refine the RGS settlement policies and area designations in this Special Planning Area. Subsequent amendment to the RGS may be required and this is provided for the RGS Implementation Process.

Strategic Directions:

1.1 The SLRD and member municipalities agree that:

a) The RGS Settlement Planning Map will be used in conjunction with Official Community Plans to:
   - encourage compact development within Urban Areas, Master-Planned Communities and Rural Communities,
   - maintain the rural, low density character of Serviced Residential and Rural Residential Areas, and
   - protect and maintain Non-Settlement Areas.

The RGS will require Official Community Plans to:
   (i) establish policies that are consistent with the Regional Settlement Planning Map, or a process that will lead to consistency over time;
   (ii) direct major settlement growth to the Urban Areas and Master Planned Communities;
   (iii) prevent major settlement growth in Non-Settlement Areas; and
   (iv) encourage smart growth strategies appropriate to the settlement types and local circumstances.

b) Urban Areas, as shown on the Regional Settlement Planning Map 1, the Squamish Settlement Planning Map 1a, the Whistler Settlement Planning Map 1b, and the Pemberton/Mount Currie Settlement Planning Map 1c, will accommodate most of the future population growth, consistent with smart growth principles applied in Official Community Plans for the District of Squamish, Resort Municipality of Whistler, and Village of Pemberton. The objective for these areas is to encourage compact, mixed-use urban communities within well-defined urban boundaries.

c) Master-planned Communities refers to larger scale developments that are planned on a comprehensive basis within the defined boundaries of Britannia Beach, Furry Creek and Porteau Cove, as shown on the Regional Settlement Planning Map and the Howe Sound Settlement Planning Map 1e. Significant future growth will be accommodated in these communities. The objective for these areas is to encourage compact, clustered residential and local commercial, mixed use developments within distinct edges and full community water and sewer services.

d) Rural Communities are historical, small-scale settlements such as Mount Currie, D’Arcy, and Seton Portage/Shalalth, as shown on the Regional Settlement Planning Map. The objective for

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2 The Base Case Study estimated that 84% of projected population in 2010 and 87% in 2025 will reside within the existing municipal areas, compared to the current 83% of population in 2005.
these areas is to encourage compact, clustered residential and local commercial and small-scale mixed use developments within distinct small villages or development nodes with community water and sewer services.

e) **Serviced Residential Areas** will be planned within the defined residential boundaries of Black Tusk Village and Pinecrest Estates, as shown on the *Regional Settlement Planning Map*. The objective for these areas is to maintain rural character, encourage compact, clustered, residential developments with community water and sewer services, surrounded by non-settlement resource lands. Serviced Residential Areas will remain as low density residential settlements.

f) **Rural Residential Areas** will maintain their predominant rural character and land use within defined areas, as shown on the *Regional Settlement Planning Map*. These areas provide for a variety of rural land uses, particularly low density residential land use on larger parcels with on-site services. The objective for these areas is to protect the rural landscape and to prevent small-lot subdivision and development sprawl outside of the defined areas. Rural Residential Areas will remain with very low density land uses over the long term, except in exceptional circumstances where they may be in transition to Urban Areas, as set out in Official Community Plans and in a manner consistent with *smart growth* principles.

g) **Destination Resorts** are defined as self contained, master planned tourism developments in areas of significant natural amenity. Destination resorts provide single or multi-season recreational activities and facilities focusing on intensively developed recreation infrastructure that is directly associated with the provision of sport, leisure, entertainment or similar recreation activities; and include real estate development primarily oriented to short term visitor accommodation (50% or more).

Tourism and resort development is a major part of the regional economy. Any new destination resorts within the region shall complement the sustainable economic development and diversification goals of the RGS and the strategic tourism objectives of the province while balancing sustainability initiatives.

The SLRD, with its spectacular scenery, the success of Whistler, proximity to Vancouver International Airport and the major population concentrations of the Georgia Basin has potential for development of a variety of destination resort types, including mountain (alpine ski) resorts, agri-tourism resorts, golf resorts, health and wellness resorts and land and marine (water-based) resorts. Destination casino resort development in non-settlement areas will not be supported.

A range of destination resort investment opportunities are recognized to exist in the region. Destination resort development will occur only where the following principles can be demonstrated:

(i) Destination Resort developments will only be considered if they are based on significant recreation and natural features that support tourism activities and clearly contribute to the tourism economy of the region.
(ii) Destination Resort developments will be planned and developed on the basis of ‘Smart Growth’ principles to ensure compact, complete communities with a minimal ecological footprint.

(iii) Destination Resort developments will be planned and developed in a manner that minimizes ecological impact on land, water, air quality and wildlife and that adopts best management practices for environmental and natural hazards management, sustainability and building design, including consideration of adjacent forest management issues.

(iv) Destination Resort developments located in remote locations will be planned and developed with self-sufficient infrastructure and services appropriate to the type and scale of development.

(v) Destination Resort developments must be tourism-based and contribute to the regional tourism economy. They must be clearly distinguished as primarily commercial developments, not master-planned residential communities with resort and recreational facilities as secondary features.

(vi) Destination Resort proposals adjacent to designated Urban areas will only be considered in context with the long range growth management policies of those Urban areas.

(vii) Destination Resort development may be approved outside designated Urban areas where they meet the following planning criteria:

(a) The proposed Destination Resort provides urban level public utility services that are strictly contained within the boundaries of the resort development by design and construction. The resort should not be a catalyst for spin off urban development on rural or resource lands. Extension of urban infrastructure (water and sewer systems) outside of urban areas must not be required and the provision of necessary utilities must not provide for development of new urban or rural uses adjacent to or in the vicinity outside the resort boundary. The location, area and configuration of the proposed Destination Resort must be sufficient to provide for a full range of resort facilities while maintaining adequate separation from any adjacent rural or resource land uses.

(b) Overnight accommodation facilities within the resort must be designed and used primarily for short-term public accommodation and be in balance with the capacity of the resort’s facilities (consistent with the BC All Season Resort Guidelines calculation of Balanced Resort Capacity). Full time residences (including a minimum 20 percent employee housing), seasonal private residential units and shared ownership facilities should together comprise less than 50 percent of the total bed units in the resort. Land title restrictions will be required to prevent conversion of short term public rental accommodation units to private short term or permanent residential use.

(c) The proposed Destination Resort must demonstrate market feasibility and provide evidence that public facilities and services are sustainable.

(d) Commercial uses and activities within the Destination Resort shall focus on serving customers within the Destination Resort and located within the resort to minimize the automotive convenience trips for people using the facilities;
(e) Significant natural and cultural features of the site shall be preserved and enhanced to the greatest degree possible; each Destination Resort proposal must be of a type or scale to be a reviewable project under the Environmental Assessment Act.

(i) Adequate emergency services must be available to the resort.

Consistent with the overall vision of the Regional Growth Strategy, future Destination Resorts will be particularly encouraged in the northern areas of the regional district.

h) **Non-settlement Areas** will be maintained in a predominantly non-settled state without significant urban or rural land development and in accordance with *smart growth* principles which direct residential development toward compact communities and maintain the integrity of the resource lands that separate the settlement areas. Major land developments will be limited to agricultural developments in the Agricultural Land Reserve, resource extraction and industrial uses (forestry, mining, etc.) on resource lands, Backcountry Resorts and Destination Resorts without residential components. Residential development in the designated Non-Settlement Areas will be discouraged by generally maintaining subdivision minimum parcel sizes of 40 ha.

i) **Special Planning Areas** will provide for more detailed sub-regional planning and will include the following areas identified on the *Regional Settlement Planning Map 1* and the *Lillooet & Area Settlement Planning Map 1d*:

   (i) Lillooet and Area Sub-regional Economic Enhancement Strategy: The objectives are to establish economic development strategies in conjunction with Goal 4 of the RGS – Achieve a Sustainable Economy and to establish a framework for coordinated local government – First Nations land use planning through the ongoing OCP review process, assisted by transportation improvements (Goal 2). This strategy may identify suitable community revitalization, destination resort, tourism and resource industry development opportunities.

j) **Future Growth Nodes** as shown on the Pemberton/Mount Currie Settlement Planning Map 1c are areas deemed to have potential for the development of residential (Mosquito/Ivey Lake and the Benchlands), commercial or industrial uses (Rutherford Creek area). These areas will require further review to determine their development potential. The objective within these areas is to encourage compact, mixed use communities within well-defined boundaries.

k) **Settlement Planning Map Amendment** – Proposed changes to designation boundaries, through RGS revision, must be based on clearly defined *smart growth* principles and demonstrate a commitment to the concept of ‘Sustainable Compact Communities’ as described in the RGS.
Goal 2: Improve Transportation Linkages and Options

The Regional Growth Strategy intends to promote transportation choices across the region and to support an improved regional transportation system that sustains compact, liveable communities, economic vibrancy and a healthy environment.

The Regional Growth Strategy:

(i) Encourages the development of neighbourhoods and communities that are compact with a mix of land uses, well-connected streets and trails, and a pedestrian friendly environment to encourage active forms of transportation.

(ii) Supports minimizing auto-dependency where possible, and increasing transportation choices and connectivity within the region and between the region and the Lower Mainland and the Interior.

(iii) Supports the development of a regional transit system that is convenient, efficient, integrated with land uses and other transportation modes, and is financially sustainable.

(iv) Supports improving the efficiency and effectiveness of the regional road network (access, mobility, safety, reliability), making better use of capacity and managing issues such as traffic volumes, speed, noise and air quality.

Transportation needs in the regional growth strategy have been identified as an expression of local priorities for improvements. Where the province has responsibility for local roads, improvement decisions will be based on a proper evaluation that considers cost and benefits and impact on safety. In the northern part of the region, safety concerns, the need for highway service improvement, and the lack of public and/or private transportation options are the primary transportation issues. Improvements to the Duffey Lake Road and other northern routes [Hurley Forest Service Road (FSR), In-Shuck-CH FSR, Highway 40, Highway 12, and the Highline Road / Douglas Trail] are suggested in order to improve accessibility, enhance safety and support economic development.

In the southern part of the region, safety concerns and level of service/capacity constraints are being addressed by the Sea-to-Sky Highway upgrade. The transportation focus is thus to integrate land uses in a way that minimizes auto-dependency, to maintain and further improve current levels of transit ridership, human-powered modes of transportation and car-pooling, and to facilitate the development of an efficient regional approach to transit service. Ensuring compact land use patterns with high quality pedestrian environments and a mix of land uses will increase transport options, reduce air pollution and lower the risk of accidents.

Transportation will be improved by:

- Building cooperation among stakeholders and pursuing collaborative regional transportation solutions that anticipate projected population growth.
• Adhering to Smart Growth principles to create compact, walkable communities and neighbourhoods that provide transportation choices and support efficient public transit.

• Promoting a Transportation Demand Management (TDM) approach, increasing average vehicle occupancy, in the Sea to Sky Corridor that support an integrated and viable transportation system that is efficient, clean, flexible, convenient, attractive and affordable.

• Expanding alternative transportation choices / options to reduce reliance on single-occupant vehicle travel within neighbourhoods and communities.

• Addressing connectivity (inter-regional and intra-regional) between communities, especially in the north and with adjacent regions.

• Working collaboratively to promote a high level of highway service across the region (access, mobility, safety and reliability) that will move more people, goods and services efficiently.

**Strategic Directions:**

**2.1** The SLRD and member municipalities agree to:

a) Strongly encourage compact, mixed use developments that minimize the use of vehicles and encourage walking, cycling and the use of public transit,

This will be pursued by implementing Goal 1 – Compact Sustainable Communities, whereby land uses are integrated so that people can easily accomplish basic needs on foot or bicycles; retail development is clustered near residential to attract more walking trips; residential developments are in close proximity (within walking distance) to parks, schools, transit, shops and services; pedestrian friendly environments exist that are safe, vibrant, and interesting for those who walk, cycle and take transit; and streets and trail networks are highly interconnected, reducing distance and time needed to get from one place to another.

b) Consider a model for the provision of regional transit services that will:

- assess opportunities to develop regular bus services between the major centres;
- initiate further transit studies and initiatives with the aim of increasing transit ridership;
- undertake long range transit planning, implementing transit provisions in the Sea to Sky Highway upgrade project and integrating transit facilities within updated Official Community Plans;
- improve connectivity of ferry/rail/bus infrastructure, especially in downtown Squamish;
- consider marine transportation opportunities between Squamish and Vancouver/Richmond; and
- encourage transportation improvements and transit opportunities in regional tourism development, including tourism operators promoting transit use by their employees and customers.

c) Work with the Ministry of Transportation and other agencies to improve the safety and reliability of the regional road network, taking account of priorities identified by the Regional
Transportation Advisory Committee, member councils of the regional district and First Nations.

Table 2 –Regional Transportation Improvement Priorities and Map 4: Regional Transportation Improvement Priorities Map identifies regional priorities. These will be pursued by encouraging priority road improvements that reflect safety and reliability needs in the region. Particular note is made of the Duffy Lake – Lillooet – Highway 12 route improvements that will enhance economic development and urban growth opportunities in the Lillooet area, the potential upgrades in the Whistler-Pemberton corridor, and long range planning of southern alternative routes. Discussions with Ministry of Forests are also proposed to address road access and maintenance issues in certain rural areas.

d) Encourage the continued development of trails and bicycle routes that provide for safe hiking and biking in the region.

This will be pursued through discussions with community organisations, Sea to Sky Trail and Friendship Trail (Pemberton to Mt. Currie) participants, the Ministry of Transportation, the Ministry of Tourism, Sport and the Arts, CN Rail and property owners. The trail/routes will facilitate transportation alternatives and outdoor recreation activities within a regional trails and bicycle network.

e) Approach the issue of regional air service in a coordinated manner, undertaking a SWOT analysis (strengths, weaknesses, opportunities) that takes into account regional demands, and the various advantages and constraints associated with the existing airports infrastructure and business plans.

This will be pursued in conjunction with Goal 4 – Achieve a Sustainable Economy.

f) Support region-wide 911 and cell phone service to enhance the safety of the public in remote areas in the event of an accident or emergency situation through improved communication with emergency responders.

g) Support broadband internet services that promote local employment opportunities close to home (encouraging telecommuting) and reducing travel needs.

These will both be pursued through in conjunction with economic development functions of the regional district and discussions with service providers to enhance region-wide cell phone service for better travel safety in remote areas, and broadband internet services that promote economic development / local employment opportunities close to home.

2.2 Road system improvement priorities at the regional level are summarized on the Transportation Improvement Priorities Map 4 and on Table 2. These are presented as a guide for gradual long-term upgrading of the road system recognizing that provincial funding allocations are based on cost-benefit evaluations.
### TABLE 2: Regional Transportation Improvement Priorities

<table>
<thead>
<tr>
<th>Capital Improvements</th>
<th>Rehabilitation Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Southern routes (south of Pemberton)</strong></td>
<td><strong>Northern routes (north and east of Pemberton)</strong></td>
</tr>
<tr>
<td>- Traffic safety improvements to the Hwy #99 Whistler-Pemberton route</td>
<td>- Upgrade access and improve connectivity between Squamish Port, BC Rail and Highway 99. This will contribute towards a future Strategic, Integrated, Sustainable Transportation Plan.</td>
</tr>
<tr>
<td>- Construct a Highway #99 “Suicide Hill” solution to switchback turns, erosion and excessive grade</td>
<td>- Single lane bridges on Garibaldi Park Rd (Ring Creek)</td>
</tr>
<tr>
<td>- Traffic calming and speed restriction signage at 18 Mile on the Upper Squamish River Road</td>
<td>- Address erosion and undermining of highways throughout the sub-region</td>
</tr>
<tr>
<td>- Highway capacity and safety improvements in accordance with a Sea to Sky Corridor Sustainable Transportation Plan</td>
<td>- Expedite subsurface rehabilitation and repaving of all highways in the sub-region including Highway #97 – Lillooet to Cache Creek, Pemberton Valley Road, Pemberton to Anderson Lake</td>
</tr>
<tr>
<td>- Upgrade access and improve connectivity between Squamish Port, BC Rail and Highway 99. This will contribute towards a future Strategic, Integrated, Sustainable Transportation Plan.</td>
<td>- Upgrade to year round, no weight restriction roads to stimulate local economy particularly in rural Lillooet</td>
</tr>
<tr>
<td>- Single lane bridges on Garibaldi Park Rd (Ring Creek)</td>
<td>- Undertake improvements to Duffy Lake Road required including installation of communications boxes or consistent cellular coverage</td>
</tr>
<tr>
<td>- Address erosion and undermining of highways throughout the sub-region</td>
<td>- Add a rail crossing on Portage Road in Pemberton for connectivity and safety</td>
</tr>
<tr>
<td>- Expedite subsurface rehabilitation and repaving of all highways in the sub-region including Highway #97 – Lillooet to Cache Creek, Pemberton Valley Road, Pemberton to Anderson Lake</td>
<td>- Replace all one lane bridges in the sub-region including Devine and Birken</td>
</tr>
<tr>
<td>- Upgrade to year round, no weight restriction roads to stimulate local economy particularly in rural Lillooet</td>
<td>- Provide parking facilities for boats/trailers at Anderson Lake ‘end of road’</td>
</tr>
<tr>
<td>- Undertake improvements to Duffy Lake Road required including installation of communications boxes or consistent cellular coverage</td>
<td>- Widen shoulders and/or provide dedicated routes required between Whistler and D’Arcy to accommodate the significant volume of bicyclists and pedestrians</td>
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<td></td>
</tr>
</tbody>
</table>
Goal 3: Support a Range of Quality Affordable Housing

The Regional Growth Strategy aspires to improve the provision of quality affordable housing and support a range of housing types in the region. Affordable housing is intended for households of low and moderate incomes - those that have household earning 80% or less than the area’s median income reported by Statistics Canada in the previous Census. However, many low to middle income regional residents and employees face affordability issues. In the south especially, affordability is an issue even with above-average household incomes that may exceed affordable housing benchmarks. Whistler has important experience in their efforts to house three-quarters of their workforce in the municipality. Also, with increasing numbers of seniors in the region, it will be crucial to create a variety of housing options that meet these particular needs.

Affordable housing is recognized as a regional issue, needing cooperative approaches that build upon a common strategy to support a range of quality affordable housing across the region.

The Regional Growth Strategy:

(i) Supports a regional forum for affordable housing that will serve to strengthen communication and coordination of local efforts by municipalities, housing authorities and community organizations.

(ii) Encourages higher-density and mixed use neighbourhoods with housing close to where residents live, work and play as part of the solution to the affordability issue. This strategy could involve incentives for targeted affordable units, infill housing, units above commercial space and mixed use developments that address the needs of families, singles, seniors and low-income earners.

Expanded housing choice and affordability will be achieved by:

- Building cooperation among stakeholders and pursuing collaborative regional affordable housing solutions;
- Adhering to Smart Growth principles to create communities that advocate a range of affordable housing options within Official Community Plans;
- Creating a range of housing types for seniors and other population groups with special needs and lifestyles;
- Securing a range of housing that remains affordable for local employees and residents over the long-term;
- Integrating affordable housing in existing communities and in close proximity to services;
- Promoting consistent affordable housing policies across the region, drawing upon lessons learned to date.

Strategic Directions:

3.1 The SLRD and member municipalities agree to:

a) Establish a regional Affordable Housing Strategy that encourages innovative and alternative methods for the provision of affordable housing, such as regional housing trust funds, partnerships with non-profit organizations, and exchange of experiences.

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3 Affordable housing means rental or ownership housing priced so that monthly payments are less than 30% of gross household income.
This will be pursued in discussions between member municipalities and electoral areas, and through the creation of an affordable housing committee within the regional district.

b) Adopt policies and regulations that support live-work studio space, mixed-use neighbourhoods, and a variety of residential intensification strategies such as allowing secondary suites, providing for ‘flex-housing’ (a multi-unit built form designed for adaptability of units to accommodate changing family size and needs over time), encouraging infill housing and small lot development, density bonusing and other tools that will support housing affordability.

This will be pursued in the review and updating of Official Community Plans and the overall development of an affordable housing strategy within the region.

c) Encourage affordable housing self-help initiatives by community organizations and individuals to maintain and/or increase the supply of affordable housing (e.g., community housing land trusts, non-profit, locally controlled entities that acquire and hold land in perpetuity so that it can be used for affordable housing).

This will be pursued in discussions with these organizations and in the review and updating of OCPs to identify affordable housing land supply options, and by maximizing the use of existing provincial and federal government housing programs and advocating for increased funding for affordable housing.

d) Adopt financial tools that will assist in the delivery of accessible family housing, such as cash-in-lieu of social housing contributions, waiving development cost charges, property tax exemptions, and lands grants.

This will be pursued as part of an affordable housing strategy and in decision making by the Regional Board in regard to social housing proposals.

e) Adopt, as appropriate, deed-restricted price, resale control, rent geared to income and other options to increase the supply of affordable housing and create housing that remains affordable in perpetuity.

This will be pursued by as part of an affordable housing strategy and through discussions on lessons learned by the Whistler Housing Authority and in affordable housing experiences in Squamish and Pemberton.

f) Encourage cooperation with community service groups and private developers to supply low-cost housing options for seniors with the aim of maximizing independence and self-reliance and promoting continued socialization and the ability to age in place.

This will be pursued in the review of residential and commercial development proposals and in the review and updating of Official Community Plans in regard to congregate care and independent living developments for seniors.
Goal 4: Achieve a Sustainable Economy

The Regional Growth Strategy supports the development of a healthy economy as a vital component of a liveable, sustainable region. Fostering economic development throughout the regional district where social, economic, environmental, and community values are addressed in a balanced and sustainable manner is of particular importance. Sustainable economic development will contribute to the liveability of the region, helping to sustain the quality of life we all desire and will help reverse the economic decline in the northern part of the region. Throughout the region, economic development efforts need to be proactive and collaborative, identifying economic partnerships and opportunities and implementing workable strategies to achieve them.

The Regional Growth Strategy:

(i) Promotes northern development initiatives that contribute to a wider geographic balancing of economic growth throughout the region.

(ii) Supports strengthening transportation linkages within the region and with the Interior and the Lower Mainland that support new investment.

(iii) Supports undertaking various investment strategies (industrial, tourism, agriculture, etc.) at a regional and sub-regional level that complement sustainable economic development and diversification and assist the transition from traditional resources industries.

A sustainable economy will be achieved by:

- Building cooperation among stakeholders and pursuing collaborative regional economic development solutions;
- Adhering to Smart Growth principles to foster distinct, attractive, economically sustainable communities with a strong sense of place;
- Diversifying the regional economy, including support for opportunities in Arts and Culture, and expanding the opportunity for a range of employment types and pay levels;
- Strengthening the existing economy, supporting small businesses and encouraging local spending;
- Recognizing the existing and potential regional, provincial and international markets for agricultural products;
- Engaging the business community to provide leadership and support for sustainable economic development initiatives, including partnering with First Nations;
- Improving regional transportation infrastructure;
- Increasing the supply of affordable housing for people living in the region; and addressing the affordability of goods and services for local residents, particularly for those with low or moderate incomes to increase residents’ ability to remain in the region and add to its social fabric; and
- Exploring the potential for a regional industrial development strategy.

Strategic Directions:

4.1 The SLRD and member municipalities agree to:
a) Prepare a development strategy for northern SLRD that involves a broad range of business and community interests, the Province, the Federal Government in establishing a northern economic development partnership.

This will be pursued by undertaking a series of strategic initiatives that will guide future investment in the Lillooet area economy in collaboration with First Nations, and re-establishing a SLRD economic development function.

b) Support urban growth and revitalization efforts in Lillooet to expand the range of opportunities for community development beyond the Sea to Sky corridor, and to further encourage smart growth policies adopted in RGS Goal 1 -‘Sustainable Compact Communities’.

This will be pursued by sub-regional economic development initiatives and updating of the Lillooet Official Community Plan and transportation improvements in conjunction with the Ministry of Transportation and the St’át’imc Nation.

c) Consider developing further specific sector-based development strategies appropriate to the region. For example: Regional Industrial Strategy; Regional Aggregate Resources Strategy; Regional Tourism Strategy; Regional Arts and Cultural strategy (focussing on tourism, arts, culture, performing arts); Alternative Energy; Education; Agriculture; Timber and non-timber Forest Resources; and local manufacturing which utilizes local resources.

This may be pursued by re-establishing a SLRD economic development function and targeting specific, comparative advantages for further assessment and promotion of regional economic investment.

d) Strengthen the multi-modal transportation systems as a key component of economic diversification.

This will be pursued as described under RGS Goal 2 – Improve Transportation.

e) Work together to enhance the national and international awareness of the SLRD and its member municipalities as welcoming environments for sustainable business investments.

This will be pursued by re-establishing a SLRD economic development function and recognizing the economic development opportunities associated with providing adequate supply of industrial land with good access to the Interior and the Lower Mainland.

f) Undertake Agriculture Plans for Lillooet sub-region and the Pemberton Valley in conjunction with First Nations, Ministry of Agriculture and Lands and the Agricultural Land Commission that will provide the basis for new agricultural investment and protection of the ALR.

This will be pursued by the regional district staff in consultation with farmers and the Ministry of Agriculture and Lands and subject to availability of funding.

g) Further the work undertaken by the SLRD to advance a regional IPP development strategy in context with integrated watershed management that provides a framework for long term IPP development.

This will be pursued by the regional district in collaboration with UBCM.
Goal 5: Protect Natural Ecosystem Functioning

The Regional Growth Strategy seeks to protect ecosystem functioning and to conserve and steward its natural assets. These assets include both renewable and non-renewable resources including living organisms, water, air, land, vegetation and the habitats and ecological processes that support living organisms. The quality of life in the region is directly dependent on maintaining our natural assets. Population growth in the SLRD is based in large part on the quality of life offered by the region, and with future opportunities in the tourism industry dependent on the natural environment, the Regional Growth Strategy intends to protect environmental quality and retain its spectacular natural assets.

The Regional Growth Strategy:

(i) Supports minimizing adverse impacts by carefully managing where and how development occurs, how wastes are reduced and how resources are managed; and

(ii) Supports promoting ecological restoration and enhancement opportunities.

The Regional Growth Strategy embraces smart growth principles to guide future development and settlement patterns in a manner that best conserves natural capital and promotes natural ecosystem functioning. Issues that are of concern to the Region’s residents include: air quality, climate change, visual quality, water quality, wildlife habitat fragmentation, environmental degradation and natural hazards.

Natural ecosystem functioning will be protected by:

- Protecting critical and sensitive habitats and ecological areas;
- Promoting connectivity through landscape level planning and maintaining and creating wildlife corridors;
- Maintaining the integrity of watershed processes and promoting the use of best management practices in land use planning and vegetation management (e.g., land use planning and management based on natural units and systems such as drainage, watersheds and ecosystems);
- Maintaining healthy air and water quality throughout the region;
- Promoting best management practices in water conservation and surface/ground water management;
- Implementing a regional strategy aimed at reducing solid and liquid wastes;
- Undertaking noxious weed and invasive species control initiatives;
- Promoting public education of environmental issues and stewardship;
- Being prepared for the potential consequences of climate change on the region’s natural resources

Strategic Directions

5.1 The SLRD and member municipalities agree to:

a) Consolidate existing information into an inventory (data set) of regional ecologically-sensitive areas and biodiversity values, and further develop the Sea to Sky Sensitive Habitat Atlas as a planning tool (or coarse filter) for determining significant ecologically sensitive areas.
sensitive areas (ESA’s) and natural biodiversity of the region that will assist in land use decision-making.

This will be pursued through collaboration with federal and provincial agencies, regional districts and local conservation organizations.

b) Promote Best Management Practices, including bylaws that encourage development design that limits environmental impact and promotes integrated stormwater management, to manage surface water, drainage and groundwater to protect the supply and quality of water resources.

This will be pursued by incorporating appropriate measures in OCPs, regulatory bylaws and public works programs.

c) Investigate the need for a regional or sub-regional water conservation strategy, aimed at educating residents on water conservation methods and reducing water consumption and introduction of tools for water conservation and demand management (e.g., metering, pricing incentives).

This will be pursued through ongoing drinking water improvement plans and review of community water service operations.

d) Strive for continuous improvement of regional air quality.

This will be pursued through implementation of the Sea to Sky Air Quality Management Plan and the region-wide use of good planning principles such as Smart Growth, the promotion of a carbon-neutral region, support of new technologies, and the use of clean energy sources.

e) Strive toward achieving Zero Waste as a means of reducing waste generation levels beyond the current 50% target.

This will be pursued by implementation of the SLRD Solid Waste Management Plan.

f) Take an active approach to responsible vegetation management, including, where appropriate, consideration of alternatives to herbicides in rights-of-way maintenance, and cost-effective measures to control the spread of noxious weeds and alien invasive species.

This will be pursued by promoting alternatives to chemical treatments, and investigating introduction of a noxious weed bylaw and awareness program (e.g., restricting fill movements, etc.).

g) Encourage community involvement and stewardship efforts, including the adoption of BearSmart programs at the local level, and habitat conservation, restoration and enhancement.

This will be pursued through discussions with federal and provincial agencies and conservation organizations.
h) Explore the feasibility of preparing a regional climate change strategy that would examine the potential consequences of global warming on the region's flora, fauna and water supplies and identifies strategies for taking local action on climate change. This will be pursued through discussions with federal and provincial agencies, conservation organizations and the Union of BC Municipalities, and through the promotion of energy efficiency and conservation.

i) Explore the possibility of becoming the first regional district in Canada to adopt the Natural Step program, which in summary acknowledges that in a sustainable society, nature is not subject to systematically increasing:
   1) concentrations of substances extracted from the Earth’s crust;
   2) concentrations of substances produces by society;
   3) degradation by physical means
      and, in that society,
   4) people are not subject to conditions that systematically undermine their capacity to meet their needs.
Goal 6: Encourage the Sustainable Use of Parks and Natural Areas

The Regional Growth Strategy advocates the sustainable use and appropriate management of parks and natural areas, to protect wildlife habitat and corridors and to maintain open space for active and passive recreation.

Natural area conservation is a priority in the two most urban municipalities within the SLRD (e.g. see RMOW 2002, District of Squamish 2002). However, a broader perspective is necessary given that SLRD communities, and in particular the smaller municipalities and settlement areas throughout most of the region, are characterized by predominantly “natural” and rural surroundings. The RGS promotes the sustainable use and management of parks and natural areas on a regional level in context with the Provincial Land and Resource Management Plans. Promoting the sustainable use and management of parks and natural areas on a regional level will contribute to their management by other levels of government. Defining areas for new local and regional parks and green space will create a legacy for future generations and ensure a diversity of recreational opportunities.

The Regional Growth Strategy:

(i) Supports maintaining the designated non-settlement areas for rural, agricultural and forestry land uses (including agricultural development in the Agricultural Land Reserve), and the protection of ecological and recreational values.

(ii) Supports the establishment of a regional district ‘Green Plan’ network of local and regional parks and greenways for the purpose of recreational activities, wildlife habitats and natural ecological functions, consistent with the Provincial LRMP.

A diversity of sustainable outdoor recreational opportunities will be created and enhanced by:

- Establishing a regional network of greenways for ecosystem, wildlife and recreational functions
- Promoting responsible stewardship of green spaces and sensitive areas;
- Protecting public access to public lands and waterways in conjunction with the Lillooet and Sea to Sky Land and Resource Management Plans (LRMPs);
- Promoting / ensuring a variety of accessible recreational facilities;
- Ensuring opportunities for wilderness /natural (primitive) experiences;
- Recognizing significant places noted in First Nations Land Use Plans;
- Harmonizing local, provincial & First Nations Land Use plans with respect to recreation;
- Building upon our reputation as a world-class outdoor recreation destination.

Strategic Directions

6.1 The SLRD and member municipalities agree to:

a) Support the retention and continued operation of existing provincial parks as recreational and natural areas and support adventure tourism activities that are appropriate to the long term goals of the park.
b) Explore the various options for managing greenspaces and natural areas at a regional level (e.g. the establishment of a regional parks function).

This will be pursued by investigating the potential for a regional parks system and region-wide conservation strategy. A ‘no net loss’ policy for important natural areas will also be considered as part of a Conservation Strategy.

c) Support the creation (and management) of an inter-connected network of regional greenspaces / corridors to serve as recreation and wildlife corridors, growth boundaries and wildfire interface areas.

This will be pursued by considering preparation of a regional district ‘Green Plan’ in collaboration with local conservation and recreation organizations and First Nations and in conjunction with actions to implement RGS Goal 5 and relevant provisions of the Provincial LRMPs.

d) Continue supporting the development of the Sea to Sky Trail as a regional amenity, continue advancing the goals of the Sea to Sky Recreation Trails Program and explore possibilities to connect the Sea to Sky Trail to the Trans Canada Trail.

This will be pursued in collaboration with provincial, regional and local land managers including the Agricultural Land Commission, land owners in the ALR, clubs and stakeholders to preserve and maintain existing trails and plan new trails for the future.

e) Compile (from existing sources) and undertake a new inventory of the variety and features of recreational opportunities & facilities available in the region and linkage opportunities.

This inventory will be pursued by coordinating trail planning with settlement and transportation plans and considering trails within a regional parks system. It will identify forest road recreation access opportunities and issues, boat launching potential and other backcountry recreation interests of regional stakeholders.

f) Continue to support local, voluntary organizations in stewardship of recreational areas and natural assets.

This will be pursued in conjunction with federal, provincial and private sector environmental conservation and restoration programs.
Goal 7: Create Healthy and Safe Communities

The Regional Growth Strategy supports the creation of healthy, secure, safe and accessible communities. A healthy community approach is one that is continually improving the physical and social environments that people live, learn, work and play in. They are mutually supportive and allow individuals the opportunity to live in a healthy, safe and meaningful society.

The SLRD and its partners acknowledge that local governments have the ability to influence many of the determinants of community health and safety, given the interaction between land use and design, transportation planning, environmental protection, multi-hazard mitigation and recreation. The healthy communities approach includes community involvement, political commitment, volunteerism, partnerships among different community interests, and public policy that supports community health. Building complete communities with compact development can promote healthy lifestyles, including walking or cycling to work and services, and will improve environmental sustainability. The Winds of Change Document in Pemberton – Mount Currie “neighbours, friends and relatives working together to reduce the harmful effects of drugs and alcohol on our communities”, provides a model for community action on social issues.

The Regional Growth Strategy:

(i) Supports the integration of health promotion and emergency preparedness in community planning and development.

(ii) Promotes cooperative, community-based initiatives to address health and safety issues.

Healthy and safe communities will be created by:

- Developing mixed-use, pedestrian-oriented, complete communities and neighbourhoods.
- Maintaining and strengthening sense of place, with a strong community spirit.
- Creating opportunities for improving the quality of life so that people will choose to live and remain in the region.
- Enhancing accessibilities for people with disabilities.
- Promoting high quality (level, range and appropriateness) health, social, cultural, educational, recreational, and commercial services to meet the needs of people of various ages, abilities, and income levels.
- Respecting and celebrating ethnic and cultural diversity, including First Nations heritage.
- Ensuring a safe community through attention to drug awareness, policing, and emergency preparedness.
- Bringing provincial and community partners together to work in collaboration towards the common goal of keeping our communities safe.
- Establishing 911 emergency services through-out the region.

Strategic Directions

7.1 The SLRD and member municipalities agree to:
a) Work in conjunction with regional health authorities, local social development organizations, School Districts, RCMP, City Police and Tribal Police to promote healthy public policy.

b) Encourage a regional strategic plan, in conjunction with the RCMP, City Police and Tribal Police, which would focus on crime prevention, harm reduction, rehabilitation and reintegration, and restorative justice.

This will be pursued through discussions with provincial and federal agencies. It will build upon the *Four Winds of Change: A Healing Vision* – a Pemberton, Mount Currie program based on four principles promoting healthy lifestyle choices, increasing awareness, improving services and community leadership and responsibility.

c) Ensure land use planning encourages the development of healthy, compact and walkable communities that promote safety through environmental design and *smart growth* principles, natural hazards protection and *FireSmart* principles, and provisions for seniors and handicapped accessibility.

This will be pursued in the review and updating of Official Community Plans.

d) Undertake integrated, coordinated emergency preparedness planning on a regional basis, including strategic planning for fire protection services, natural hazards management and expanding 911 emergency services.

This will be pursued by Regional District committee and staff.

e) Encourage a well-functioning system of volunteerism that recognizes and acknowledges the ongoing contributions of those who improve our communities’ well-being.

This will be pursued by engaging community organizations and citizens in the planning and delivery of appropriate social and community support services.

f) Work in conjunction with appropriate local agencies and vulnerable, at-risk populations to address short-term solutions and long-term strategies.

This will be pursued through discussions with provincial and federal agencies.

g) Support the development of infrastructure / recreational trail and greenway systems that link communities with regional parks.

**Goal 8: Enhance Relations with Aboriginal Communities**

The Regional Growth Strategy seeks to enhance our working relationships with the Squamish, Lil’wat and St’át’imc Nations. The SLRD recognizes the significant opportunity to build constructive and enduring relationships with aboriginal communities through the RGS process and this work provides a foundation for continued constructive dialogue into the future on regional land use and growth management issues. As part of the RGS public consultation process, the SLRD
board and staff sought innovative and effective ways to involve the First Nations communities of the region in the development of the RGS, through invitations to participate in orientation and information-sharing, Elected Officials Forums and technical working groups\(^4\).

As well, a sub-regional planning study for the Village of Pemberton, SLRD Electoral Area C and the Lil’wat Nation was undertaken within the regional growth strategy for managing long-term urban growth in the Pemberton-Mt. Currie area and to address other areas of interest in Area C.

The planning process included the assessment of population and demographics, requirements for residential and commercial/industrial land in the area and the preparation of constraint mapping.

Next, some planning scenarios were developed that did or did not accommodate the potential population growth. This growth was allocated to specific geographic areas (such as the proposed Benchlands area, infill in the Village, and other new potential growth areas). Spreadsheets were prepared to show the timing of potential development against potential population scenarios, including potential dwelling shortfalls.

Through the course of the project, the consultant was advised by a Steering Committee of staff and consultants from the SLRD, the Village, the Lil’wat Nation, and the Ministry of Community Services. There were also two elected officials forums and two public meetings held to discuss the project, present findings, and receive feedback.

The planning area for the sub-regional planning study includes the Lil’wat traditional territory and includes all land within Electoral Area C, the Village of Pemberton, and Mt. Currie reserve lands. The planning exercise suggested that, in addition to the Benchlands adjacent the village, the immediate environs of Pemberton (including, Mosquito Lake/Ivey Lake area, and the lower slopes between the Pemberton Plateau and Mt. Currie) are suitable and needed over the long term to accommodate future population growth. The study also identified a potential long term shortage of developable industrial land and recommended consideration of an industrial designation for land in the Rutherford Creek area. The Ivey/Mosquito Lake and lower slopes lands have been designated in the RGS mapping as “Future Growth Node.” The OCP for Electoral Area C should consider incorporating an appropriate industrial designation in the Rutherford Creek area.

In addition to land use planning, building strong and respectful working relationships with First Nations is especially important given the many development pressures and challenges in the region and the complexity of issues facing all levels of government. While the Squamish, Lil’wat and St’át’imc Nations are not signatories to an RGS under the Local Government Act, there are mutual benefits in coordinating land use and servicing issues. The strategic direction under RGS recognizes the implications for aboriginal communities and endeavours to set up processes to align Regional District and First Nations’ visions and plans, without prejudice to treaty negotiations or other negotiations with senior governments, recognizing that we have a common interest in a sustainable future.

The Regional Growth Strategy:

(i) Supports expanding the means of dialogue and cooperation with First Nations.

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\(^4\) The Lil’wat Nation’s involvement in the RGS does not constitute in any way consultation and accommodation for any infringement of any aboriginal rights and aboriginal title, whether or not substantiated in law, of the Lil’wat Nation and neither in any way does such involvement abrogate or derogate from the aboriginal rights and aboriginal title of the Lil’wat Nation nor is it intended to provide, and it does not provide, a release, settlement or agreement for any claims or infringement of aboriginal rights and aboriginal title, arising directly or indirectly, in any way.

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(ii) Supports establishing MOU’s between aboriginal communities and local governments that address issues of mutual concern.

Relations with Aboriginal Communities will be enhanced by:

- Formalizing communication and information-sharing protocols.
- Building a co-operative relationship by continuing to support Community Forums.
- Understanding and respecting the differences between the distinct government authorities, their jurisdictions and responsibilities.
- Acknowledging that the residents in the entire region are best served by native and non-native governments working together in a spirit of cooperation.
- Advocating resolution and accommodation of Aboriginal title and rights.
- Encouraging land use planning and service partnerships and other collaborative activities among the SLRD, member municipalities and aboriginal communities.

Strategic Directions

8.1 The SLRD and member municipalities agree to:

a) Support processes that advocate the fair and timely resolution of asserted aboriginal rights and title for all aboriginal communities falling within the SLRD’s boundaries.
   This will be pursued through ongoing consultation with First Nations and senior governments.

b) Establish a SLRD-First Nations Liaison Committee to work on information sharing protocols and consultation tools on matters of joint interest such as land use planning, servicing, economic development, etc.
   This will be pursued through discussions with First Nations.

c) Consult with aboriginal communities with regards to the development of Official Community Plans and further regional growth strategy implementation plans shall be encouraged and proceed without prejudice to any aboriginal rights or title that may currently exist, or be further defined through treaty or other processes.
   This will be pursued through referral of OCPs to adjacent First Nations.

d) Encourage First Nations to consult with local governments on the development of their land use plans.
   This will be pursued by discussions with First Nations and referral processes to encourage coordinated local government – Indian Reserve land use planning and to jointly improve servicing efficiency and community liveability.

e) Continue using tools, such as Protocol / Communications Agreements and Memorandums of Understanding, with all interested First Nation bands in the region to assist with improving relationships.
Goal 9: Improve Collaboration among Jurisdictions

Decision making over land use, health, safety, natural resources, environmental protection and many other issues of concern to residents within the regional district is a shared responsibility. The Regional Growth Strategy intends to improve collaboration between all levels of government within the region: municipal, regional, provincial, federal and First Nations. Better collaboration can lead to improved coordination and cooperation which in turn can reduce duplication and inefficiencies in local governance and improve service delivery. It also builds on the core competencies of existing jurisdictions so that limited resources are utilized efficiently.

The Regional Growth Strategy supports expanding the opportunities for participation and communication in Regional District decision making.

Collaboration among jurisdictions will be improved by:

- Making decisions in ways that are inclusive, coordinated, and transparent, based on mutual respect, respect for the rights of others, and a culture of collaborative management;
- Promoting early and on-going communication, and collaborative dialogue among jurisdictions with an interest in the regional district;
- Continuing to develop a collaborative, multi-faceted approach to governance.

Strategic Directions

9.1 The SLRD and member municipalities agree to:

a) Continue using the round table format (i.e., RGS Elected Officials Forums) on a regular basis as a means for continued cross-regional communication and coordination.
   This will be pursued through consultation activities related to a variety of regional issues.

b) Encourage our staff (administrators, planners, finance, engineering, etc.) to develop mechanisms by which they may share information, collaborate and co-operate with their respective peers across the jurisdictions including, but not limited to: regular staff meetings, referral systems, working committees, etc.
   This will be pursued by through collaborative approaches to regional and trans-boundary issues.

c) Establish MOU’s, protocol agreements and working committees between various jurisdictions (i.e., local, regional, First Nation, provincial and federal) to improve collaboration and coordination.
   This will be pursued through consultation activities related to a variety of regional issues.

d) Utilize ground rules and other protocol measures established in advance to assist with inter-jurisdictional disputes and conflict resolution.
   This will be pursued through consultation activities related to a variety of regional issues.
Part 4: Implementation and Monitoring

The RGS is intended as a strategic guide to future land use development and services in accordance with the Local Government Act. The operational challenges will include managing settlement growth in a manner that is consistent with the RGS Smart Growth principles while also preventing development sprawl in the rural and resource areas, improving transportation systems in a way that enhances efficiency, safety and sustainability goals, and developing the processes for communication and cooperation between local government, provincial and federal agencies and First Nations in a common commitment to responsible land use planning and management.

Implementation Process

The RGS implementation process will involve the following tasks:

a) The development and adoption of Regional Context statements within Official Community Plans, as required by the Local Government Act;
b) The development of an RGS implementation program based on the directives contained in the RGS where the SLRD undertakes the required follow-up action;
c) The development and application of specific Implementation Agreements between SLRD and member municipalities, provincial agencies and First Nations, where they can assist in addressing mutual concerns;
d) Progress reporting to the Regional Board on implementation of the RGS strategic directives presented in the preceding pages;
e) Monitoring of core indicators of achievement of the RGS Goals (Table 3);
f) Ongoing monitoring of Quality of Life and Environmental Indicators (Appendix B); and
g) The completion of the Lillooet Sub-Regional Economic Planning Study, which may result in amendments to the RGS.

Implementation Agreements

Implementation Agreements (IA) will provide operational tools for ongoing RGS implementation. These agreements will identify processes and activities to implement certain provisions of the RGS.

The implementation agreements will provide for the development of collaborative land use planning processes and relationships with a focus on the following implementation objectives:

- **To resolve specific issues related to the application of the RGS including delineating the final settlement area boundaries where this may be required.**

It is proposed to prepare an RGS Implementation Agreement on Growth Management – an MOU between SLRD and the member municipalities that further defines the manner in which long-term settlement growth and development will be encouraged consistent with the RGS. This will focus on preparation of Regional Context Statements to be included within Official Community Plans and the role of the RGS Settlement Planning Map in growth management.

- **To further coordinate and harmonize local government planning and Crown land and resource management decision making.**

It is proposed to prepare an RGS Implementation Agreement on Crown Land - RGS Coordination – an MOU between SLRD and Integrated Land Management Bureau that outlines the process for
coordination of RGS directives with implementation of the Sea to Sky LRMP and the application of Crown land adjudication processes in the context of RGS.

- To further develop effective dialogue and working relationships with First Nations regarding their economic development aspirations and best practices/sustainable land use strategies.

It is proposed to prepare RGS Implementation Agreements on First Nations Land Use Planning and Development – MOUs between SLRD and specified First Nations that establish an arrangement, without prejudice to ongoing treaty negotiations, for information exchange and coordination of land use planning of Crown land transfers and other land development initiatives in an effort to encourage cooperative approaches to long term development and sustainability.

**Performance Monitoring**

Monitoring has two purposes – to measure progress in RGS implementation and to measure substantive improvements in the core conditions or results that are targeted by the RGS.

To facilitate the monitoring and reporting process, Table 3 presents the key indicators that will be used to measure overall implementation of the RGS. Data sources and reporting procedures will be specified in the Implementation Agreement. More detailed monitoring may occur using a broader range of quality of life and environmental indicators as shown in Appendix C.
Table 3: Key Indicators of RGS Goals

| Goal 1: Focus Development into Sustainable, Compact Communities | • Regional Context Statements within OCPs conform with and assist the RGS implementation  
• Major development applications are consistent with RGS directives and land use designations  
• Increased population densities within Settlement Areas as a result of *smart growth* strategies.  
• Increased proportion of compact, mixed use developments in settlement growth. |
| --- | --- |
| Goal 2: Improve Transportation Linkages and Options | • Highway safety and reliability improvements implemented as planned  
• Decrease in fatalities per km travel  
• Decreased intra and inter-region travel times between major centres for commercial transport  
• Increased average number of occupants per vehicle  
• Increased transit ridership and transit proportion of travel demand  
• Transit authority or commission established and actively promoting transit  
• Regional trails and bicycling network implemented and being used. |
| Goal 3: Support a Range of Affordable Housing | • Diversity of housing stock including number of affordable units  
• Affordable housing strategy established and actively assisting housing initiatives as viewed by participants  
• Explicit affordable housing policies and regulations integrated into OCPs and zoning bylaws  
• Number of new initiatives by community organizations and the private sector to finance affordable housing.  
• Number of new affordable housing units established, including seniors housing. |
| Goal 4: Achieve a Sustainable Economy | • Northern development strategy established and resulting in increased economic investment  
• Increased employment and income in the northern sub-region  
• Increased proportion of urban population and development in Lillooet and Pemberton  
• Increased number of tourists and tourism expenditures  
• Increased agricultural investment, employment and income.  
• Increase in irrigated areas, and stable and secure sources of irrigation water |
| Goal 5: Protect Natural Ecosystem Functioning | • Area of representative ecosystem types under protection status  
• Adoption and implementation of a regional water conservation strategy and rates of water consumption per capita  
• Compliance with federal and provincial air and water quality standards and objectives  
• Achievement of waste reduction targets and implementation of the solid waste management plan  
• Number of initiatives to conserve, restore or enhance natural habitats and ecosystems and areas under such initiatives |
| Goal 6: Encourage the | • Area of parks and greenways and km of trails per capita |
Sustainable Use of Parks and Natural Areas
- Resident and visitor participation rates in outdoor recreation activities
- Community participation and stewardship initiatives for parks and green spaces
- Scope and range of recreation facilities

Goal 7: Build Healthy and Safe Communities
- Decreased community crime rates
- Participation rates in sports, recreation and health-related activities
- Status of emergency preparedness plans

Goal 8: Enhance Relations with First Nations
- MOU's and agreements adopted between the regional district and aboriginal communities
- Number of regional district meetings involving aboriginal representatives

Goal 9: Improve Collaboration among Jurisdictions
- Number of participatory forums related to RGS implementation
- Status of RGS monitoring and reporting

Roles and Responsibilities

Squamish Lillooet Regional District:
- Assist the development and approval of Regional Context Statements
- Ensure Regional Context Statements are consistent with the Agricultural Land Commission Act and regulations
- Adopt Regional Context Statements that serve to implement RGS directives within electoral area Official Community Plans
- Chair and provide technical support to a RGS Implementation Committee
- Coordinate follow-up implementation of the RGS directives in accordance with an Implementation Agreement
- Monitor and report on implementation of the RGS directives
- Monitor Quality of Life & Environmental Indicators

Member Municipalities:
- Adopt Regional Context Statements that serve to implement RGS directives within Official Community Plans
- Assist and cooperate in the implementation of the RGS directives

Inter-Governmental Advisory Committee:
- Assist and advise on implementation of RGS directives
Glossary of Terms

**Affordable housing** means rental or ownership housing priced such that it costs less than 30% of gross household income. Affordable housing is intended for households of low and moderate incomes - those that have household incomes that are 80% or less of the median income reported by Statistics Canada in the previous Census.

**Backcountry Resort** refers to a commercial recreation development with a maximum of 100 bed units that focuses on one or more recreation/adventure tourism activities that provide a high quality recreation opportunity and which may include accessory commercial activities but no residential development other than staff accommodations.

**Community** means an identifiable or distinct settlement of people, living and interacting with one another in a defined geographic area, who may share a common culture, values and norms and similar environmental conditions.

**Complete community** means a type of settlement where necessary and desired services, features and attributes allow residents to live, work, play, shop, and learn within close proximity of their home. A more complete community is one where there is a range of opportunities for day-to-day activities, resulting in jobs closer to where people live, accessibility to transit, shops and services near home, and a wider range of housing types.

**Destination Resort Development** means self contained, master planned tourism developments in areas of significant natural amenity that provide single or multi-season recreational activities and facilities focusing on intensively developed recreation infrastructure that is directly associated with the provision of sport, leisure, entertainment or similar recreation activities; and which includes real estate development primarily oriented to short term visitor accommodation (50% of total bed units or more).

**FireSmart** means structured and practical solutions or mitigative approaches to reduce the hazard posed by interface fires to communities and homes.

**Flex Housing** means a multi-unit built form designed for adaptability of units to accommodate changing family size and needs over time with a minimum of expense (e.g. UniverCity Highlands neighbourhood in Burnaby; for further information [http://www.cmhc-schl.gc.ca/en/co/buho/flho/index.cfm](http://www.cmhc-schl.gc.ca/en/co/buho/flho/index.cfm)).

**Healthy community** is one that is continually creating and improving those physical and social environments and expanding those community resources that enable people to mutually support each other in performing all the functions of life and in developing to their maximum potential.

**Natural Capital:** refers to living organisms (i.e., plants, animals, bacteria), water, air, land, non-renewable stocks (i.e. oil and gas, minerals). The value of natural capital is based on the quantity & quality of the *goods* (timber, food, fuel, genetic resources, biochemicals) and *services* that flow from these stocks. Services are those that are essential, support all life and are extremely complex; and include climate regulation, water purification, waste treatment, erosion control, air quality management, nutrient recycling, photosynthesis, soil formation, pest and disease control, and protection from extreme weather damage. Natural capital is one approach to ecosystem valuation, an alternative to the traditional
view of all non-human life as passive natural resources, and to the idea of ecological health.

**Neighbourhood** means a local, identifiable area within a settlement area, either *urban* or *non-urban*, which has some quality or character which distinguishes it from other areas.

**Non-market housing** means housing that is owned or controlled by a government or non-profit entity and is rented to low or moderate income households at less than market rent, or made available for purchase at less than market value.

**Non-settlement area** means an area predominantly used for agriculture, rangeland, forestry, outdoor recreation or resource extraction uses or areas of undisturbed natural environments. Non-settlement areas include watersheds, conservation areas, farmland, forests, and major parks and large areas of unsurveyed Crown land. They may be characterized by some sparse settlement and localized, historic subdivisions. Parcel areas are generally greater than 15 hectares (40 acres) in non-settlement areas.

**Non-urban** means any unincorporated or incorporated settlement areas that are not urban, and includes small Rural Communities, Serviced Residential areas and Rural Residential areas.

**Rural Communities** means settlements that are closely built up, with a mix of land uses, community water and sewer systems, and a systematic street pattern. Rural Communities generally have a population of less than 1,000 people.

**Rural Residential** means a settlement that contains dispersed residential uses usually on small acreage parcels which are not serviced by community water or sewer services.

**Serviced Residential** means a settlement that contains primarily residential uses serviced by community water and/or sewer systems.

**Settlement area** means an area of predominantly residential use at varying densities. These may be either *urban* or *non-urban*.

**Smart Growth** means a pattern of development that makes efficient use of our limited land base and our existing infrastructure systems, protects important resource lands and natural areas, promotes a wide variety of transportation and housing options, creates more complete communities, and fosters high quality and environmentally sensitive development practices. Smart growth recognizes the connections between development and quality of life, and leverages new growth to improve the community.

**Transportation Demand Management**: programs designed to reduce demand for transportation through various means, such as the use of transit and of alternative work hours.

**Urban** means a closely built up settlement characterized by buildings, asphalt, concrete, and a systematic street pattern within an incorporated municipality. Urban areas include residential, commercial, industrial, transportation, communications, utilities, and mixed urban land uses. Undeveloped land completely surrounded by developed areas, such as
cemeteries, golf courses, and urban parks is recognized within urban areas. The extent of urban areas is determined by the existence of a dense systematic street pattern and the relative concentration of buildings.

**Urban Containment Boundary** refers to a set of land-use regulations that prohibit urban level development outside a certain boundary; a regulatory tool used to shape the geographical pattern of urban growth

**Zero Waste** means the goal of eliminating waste wherever possible by encouraging a systems approach to avoid the creation of waste in the first place. A Zero Waste Systems approach turns material outputs from one process into resources for other processes.

### PLANNING TERMS:

**Vision:** an overall description of our desired future.

**Goals:** elements that collectively comprise the realization of our vision.

**Strategic Directions:** actions designed to guide RGS implementation.
Appendix A: Consultation Process used to develop the RGS

The RGS developed through four stages of consultation. Each stage was designed to include engagement of residents, elected officials, First Nations, provincial and federal government agencies, neighbouring regional districts and other stakeholders. A Steering Committee, comprised of SLRD and member municipality administrators and planners, provided leadership throughout the process.

Stage 1 (July – December 2004) focused on identifying growth management priorities, goals and objectives.
The consultation in this stage included a Regional Ideas Symposium, a series of four public engagement workshops, an Elected Officials Forum, an Intergovernmental Advisory Committee meeting, and various communications activities.

Stage 2 (January 2005 – January 2006) focused on reviewing and developing the results of Stage 1 and developing a pre-RGS MOU.
The primary consultation activity in this stage was collection of feedback through online and hard copy feedback forms and dialogue with Mayor and Council of each member municipality and with the Electoral Area Directors Committee. Feedback forms focused primarily on the draft goals. Dialogue with member councils and electoral area directors focused primarily on the draft vision statement. Meetings of the Intergovernmental Advisory Committee and the Elected Officials Forum addressed both the vision and goals. The SLRD and member municipalities developed the RGS Memorandum of Understanding.

Stage 3 (January 2006 - May 2007) focused on developing a draft RGS.
Consultation in this stage included formation and engagement of five technical working groups, two Elected Officials Forums, and two Intergovernmental Advisory Committee meetings, and meetings with First Nations. The results were used in developing the draft RGS.

Stage 4 (June 2007 to February 2008) will involve a final public review of the draft RGS.
Consultation activities in Stage 4 will include further consultation with First Nations, a second series of four public open houses, an Elected Officials Forum, first and second reading of the RGS Bylaw, a formal 120 day referral of the RGS bylaw to member municipalities and four formal public hearings.
Appendix B: Quality of Life and Environmental Indicators

Appendix 3 outlines a series of draft indicators developed for the purposes of tracking and evaluating trends in community growth and development. Each indicator has an accompanying goal, with an arrow, which indicates the preferred direction of change (to increase or decrease). They are based mainly on Smart Growth principles, as well as indicators used in other regional growth strategies. The indicators in this table are suggestions and may be revised following public input into the growth strategy process to reflect community values and goals. An important outcome of the regional growth strategy will be to monitor these indicators over time to evaluate the progress made, or changes occurring within these key parameters, as measures of how well the region is managing overall quality of life in communities.

The far right column of the Indicators table provides the reference to the monitoring data, where such data is contained in the Base Case report. For many of the indicators, however, there is not yet a developed system of measurement (for example, the length of riparian streams with 30m+ remaining intact), or the data is not readily available for inclusion in the Base Case (for example, the number of lots between 1-10 acres created each year). These indicators are marked with an asterisk, and new tools will be required to effectively monitor the indicators marked with an asterisk. Such monitoring may be one of the important roles of the Regional Growth Strategy in the long-term.

---

5 This material derives from Section 2 of the Base Case Report.
<table>
<thead>
<tr>
<th>QUALITY OF LIFE INDICATOR</th>
<th>Goal</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Population Trends</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Balance of age groups in communities</td>
<td>↑</td>
<td>Figs.3, 4 and 8</td>
</tr>
<tr>
<td>Provision of necessary services for changing population and age groups</td>
<td>↑</td>
<td>*</td>
</tr>
<tr>
<td><strong>First Nations Relations</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Settlement of land claims or government to government negotiations</td>
<td>↑</td>
<td>* (Discussion in Part 8)</td>
</tr>
<tr>
<td>Self-government</td>
<td>↑</td>
<td></td>
</tr>
<tr>
<td>Increased participation in resource decisions and use</td>
<td>↑</td>
<td></td>
</tr>
<tr>
<td>Unemployment</td>
<td>↓</td>
<td></td>
</tr>
<tr>
<td>Increased life expectancy</td>
<td>↑</td>
<td></td>
</tr>
<tr>
<td><strong>Land Use &amp; Settlement Pattern</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Compact settlement; new development in or near urban centres; population density per sq.km.</td>
<td>↑</td>
<td>Fig.10</td>
</tr>
<tr>
<td>New settlement for employment, housing and institutional uses directed to non-agricultural land; land suited to agriculture retained in ALR</td>
<td>↑</td>
<td>* (Part 10)</td>
</tr>
<tr>
<td>Distinct rural areas with large lot sizes; measured by reduction in number of new lots created between 1-10 acres per year</td>
<td>↓</td>
<td>*</td>
</tr>
<tr>
<td>Balance in value of residential building permits compared to non-residential permits; mix of uses</td>
<td>↑</td>
<td>Figs.11, 12</td>
</tr>
<tr>
<td><strong>Housing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Affordability: % of residents spending more than 30% of income on housing</td>
<td>↓</td>
<td>Figs.17, 18, 19</td>
</tr>
<tr>
<td>Presence of affordable housing programs (including employees, seniors, general); requirement for % of new housing for affordable housing</td>
<td>↑</td>
<td>* (Part 5 discussion)</td>
</tr>
<tr>
<td>Diversity of housing stock (less focus on SF, more multi-family)</td>
<td>↑</td>
<td>Fig.14</td>
</tr>
<tr>
<td><strong>Parks and Recreation; Community Amenities</strong></td>
<td></td>
<td></td>
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<tr>
<td>Number and type of recreation facilities and sports fields per capita/community</td>
<td>↑</td>
<td>Fig.21</td>
</tr>
<tr>
<td>Number of arts and cultural organizations and venues</td>
<td>↑</td>
<td>*</td>
</tr>
<tr>
<td>Area of park and greenway, km of trails per capita</td>
<td>↑</td>
<td>Fig.22</td>
</tr>
<tr>
<td><strong>Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kilometres of water, sewer and road per capita</td>
<td>↓</td>
<td>Fig.58</td>
</tr>
<tr>
<td>Expenditures on services and infrastructure to mitigate natural hazards</td>
<td>↓</td>
<td>*</td>
</tr>
<tr>
<td><strong>Waste Management</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of waste diverted from landfill</td>
<td>↑</td>
<td>* (Part 11 discussion)</td>
</tr>
<tr>
<td>Volume of waste, sewer and road per capita</td>
<td>↓</td>
<td></td>
</tr>
<tr>
<td><strong>Economy</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diversity of business types</td>
<td>↑</td>
<td>Fig.29</td>
</tr>
<tr>
<td>Unemployment rate</td>
<td>↓</td>
<td>Fig.25</td>
</tr>
<tr>
<td>Dependence on the Safety Net (government transfers % of income)</td>
<td>↓</td>
<td>Fig.26</td>
</tr>
<tr>
<td>Security of land base for sustainable agriculture, forestry and tourism industries</td>
<td>↑</td>
<td>*</td>
</tr>
<tr>
<td>Increase or stable number of farms (1), ha. of farm area (2) and gross value of farm receipts (3)</td>
<td>↑</td>
<td>Fig.33</td>
</tr>
<tr>
<td></td>
<td>Local processing and manufacturing of wood products</td>
<td>↑</td>
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<tr>
<td>---</td>
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</tr>
<tr>
<td></td>
<td>$ spent on improved transportation routes in northern areas</td>
<td>↑</td>
</tr>
<tr>
<td>CATEGORY</td>
<td>ENVIRONMENTAL INDICATORS</td>
<td>Goal</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Transportation</td>
<td>% of trips by private vehicle</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>% of transit or other mode of use</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>km of bicycle/walking paths per capita</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>vehicle ownership per capita</td>
<td>↓</td>
</tr>
<tr>
<td>Energy</td>
<td>Energy consumption in municipal operations, in new buildings; reduced reliance on fossil fuels (in favour of green energy)</td>
<td>↓</td>
</tr>
<tr>
<td>Water Quality and Quantity</td>
<td>Water quality of surface water used for consumption, recreation, spawning</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Water quality downstream of settlement areas (surface and groundwater affected by any stormwater discharge, municipal effluent, landfill leachate)</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Water quality in marine foreshore areas along settled areas of Howe Sound</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Water quality of groundwater and lakes in rural septic discharge areas</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Instances of non-compliance with municipal effluent discharge permit (%)</td>
<td>↓</td>
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<tr>
<td></td>
<td>Frequency of boil water advisories, by water supply type, geographic area</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Frequency of waterborne disease outbreaks, by geographic area</td>
<td>↓</td>
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<tr>
<td></td>
<td>Progress in regulatory and/or non-regulatory measures to protect water supply source areas</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Rates of water consumption per capita</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Water quantity; security for human and agricultural use and environmental processes</td>
<td>↑</td>
</tr>
<tr>
<td>Air Quality</td>
<td>Number of hours per year that particulate matter (PM$<em>{2.5}$, PM$</em>{10}$) in ambient air measures greater than the established Health Reference Levels</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Number of hours per year that ozone concentrations exceed national objectives</td>
<td>↓</td>
</tr>
<tr>
<td>Land Development and Ecosystem Functioning</td>
<td>Progress in regulatory and/or non-regulatory measures to reserve from settlement key identified natural process lands/&quot;natural service&quot; features</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Area of environmentally sensitive land preserved or managed in &quot;natural&quot; condition by protective designation, restrictive covenant, etc.</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Length of stream riparian vegetation 30m+ (or of functional width) retained intact</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Length of lake and wetland riparian vegetation 15m+ (or of functional width) intact</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Length of stream that is fish-passable to pre-development extent</td>
<td>↑</td>
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<tr>
<td></td>
<td>Length of stream day lighted from culverts, or functionally restored</td>
<td>↑</td>
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<tr>
<td></td>
<td>Progress establishing wildlife movement corridors through settlement areas</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Number of bear mortalities linked with habituation to human food and waste</td>
<td>↓</td>
</tr>
<tr>
<td></td>
<td>Amount of ungulate winter range lost to or encroached on by development</td>
<td>↓</td>
</tr>
<tr>
<td>Natural Settings</td>
<td>Progress in regulatory and/or non-regulatory measures to appropriately manage visual resource quality in settlement areas and travel corridors</td>
<td>↑</td>
</tr>
<tr>
<td></td>
<td>Progress made by urban municipalities to establish greenways corridors</td>
<td>↑</td>
</tr>
<tr>
<td>General</td>
<td></td>
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</tr>
<tr>
<td>☑ Number of locations where environmental quality data is routinely collected</td>
<td>↑</td>
<td>Fig.41</td>
</tr>
<tr>
<td>☑ Level of participation by private and corporate citizens in community stewardship activities involving environmental protection and restoration</td>
<td>↑</td>
<td>*</td>
</tr>
<tr>
<td>Classification</td>
<td>Area Descriptions</td>
<td>OCP Designations</td>
</tr>
<tr>
<td>---------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td><strong>URBAN AREAS</strong></td>
<td><strong>Urban</strong> means a closely built up settlement characterized by buildings, asphalt, concrete, and a systematic street pattern within an incorporated municipality. Urban areas include residential, commercial, industrial, transportation, communications, utilities, and mixed urban land uses.</td>
<td>Downtown Residential Neighbourhoods Commercial Industrial and Business Park University and Residential Neighbourhood Institutional Transportation Facilities &amp; Util.</td>
</tr>
<tr>
<td>District of Squamish</td>
<td>Includes the downtown, residential neighbourhoods, university, industrial and business parks, restricted industrial and transportation and utilities areas within the OCP. Excludes the ALR, Limited Use and the Parks and Ecological Reserves and Open Space areas that define the outer edge of the ‘Urban’ area.</td>
<td>Includes the Development Permit Areas of each of the villages within the OCP</td>
</tr>
<tr>
<td>Municipality of Whistler</td>
<td>Includes all of the residential and commercial villages as regulated by DPA. Boundary was drawn based on RS, RT and RM zones. Excludes the LP 1/1, RR1-RR4, RSE 1/1 and TA zones.</td>
<td></td>
</tr>
<tr>
<td>Village of Pemberton</td>
<td>Includes the Village of Pemberton and the future “Benchland” growth node as well as “Future growth nodes” at Ivey/Mosquito Lake and Lil’wat Nation lands.</td>
<td>Includes existing Village of Pemberton and Mt. Currie lands as well as “Future Growth Nodes”</td>
</tr>
<tr>
<td>District of Lillooet</td>
<td>Text to be defined / incorporated pending the results of the sub-regional planning study</td>
<td>To be further considered in a Special Planning Area process.</td>
</tr>
<tr>
<td><strong>NON-URBAN AREAS</strong></td>
<td>Non-urban includes any unincorporated or incorporated settlement area that is not urban, and includes small Rural Communities, Serviced Residential areas and Rural Residential areas.</td>
<td></td>
</tr>
<tr>
<td>Serviced Residential</td>
<td><strong>Serviced Residential</strong> means a settlement that contains primarily residential uses serviced by community water and/or sewer systems.</td>
<td></td>
</tr>
<tr>
<td>Black Tusk Village and</td>
<td>Includes the rural residential areas and one commercial property as shown in the Black Tusk Village/Pinecrest Estates Sub-area Plan, Electoral Area D OCP, excluding hazard areas and environmentally sensitive areas and Resource Management designated areas.</td>
<td>Planned Community (PC) designation covers existing residential communities of Black Tusk Village and Pinecrest Estates Commercial (C) designation on north edge of Black Tusk Village</td>
</tr>
<tr>
<td>Pinecrest Estates</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Master Planned</strong></td>
<td><strong>Master Planned Communities</strong> refers to larger scale developments that are non-urban, mixed use and are planned on a comprehensive basis</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Furry Creek</td>
<td>Includes the boundaries of the Furry Creek community in the Howe Sound East Sub-Area Plan</td>
<td>Planned Community – shown on Schedule B Howe Sound East Sub-Area 3 Plan</td>
</tr>
<tr>
<td>Porteau Cove</td>
<td>Includes the boundaries of the Porteau Cove Community Development Plan in the Howe Sound East Sub-Area Plan</td>
<td>Planned Community – shown on Schedule B Howe Sound East Sub-Area 3 Plan</td>
</tr>
<tr>
<td>Britannia Beach</td>
<td>Includes the boundaries of the Britannia Beach community in the Howe Sound East Sub-Area Plan: - Britannia North mine and existing townsite with the surrounding area, and land currently</td>
<td>Planned Community – all designations shown on Map B2 Britannia Beach Land Use Plan, Schedule B Howe Sound East Sub-Area 3 Plan</td>
</tr>
<tr>
<td>Rural Community</td>
<td>Rural Communities</td>
<td>Mount Currie</td>
</tr>
<tr>
<td>-----------------</td>
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</tr>
<tr>
<td></td>
<td>means settlements that are closely built up, with a mix of land uses, community water and sewer systems, and a systematic street pattern. Rural Communities generally have a population of less than 1,000 people.</td>
<td>Includes Mt. Currie Indian Reserve and transfer lands. To be included in a Special Planning Area sub-regional planning process.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>While Indian Reserves are not subject to RGS, Mt. Currie is included for planning purposes.</td>
</tr>
</tbody>
</table>