METRO VANCOUVER REGIONAL DISTRICT (MVRD)
BOARD OF DIRECTORS

REGULAR BOARD MEETING
Friday, January 28, 2022
9:00 A.M.
Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at http://www.metrovancouver.org

Membership and Votes

REVISED AGENDA[1]

A. ADOPTION OF THE AGENDA

1. January 28, 2022 Regular Meeting Agenda
That the MVRD Board adopt the agenda for its regular meeting scheduled for January 28, 2022 as circulated.

B. ADOPTION OF THE MINUTES

1. November 26, 2021 Regular Meeting Minutes
That the MVRD Board adopt the minutes for its regular meeting held November 26, 2021 as circulated.

C. DELEGATIONS

On Table

1. Preet Heer, Manager, Community Planning, City of Surrey
Yonatan Yohannes, Manager, Utilities, City of Surrey
(Regional Growth Strategy Amendment Applicant)
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

2. Chief Harley Chappell, Semiahmoo First Nation
Councillor Joanne Charles, Semiahmoo First Nation
Councillor Jeannine Cook, Semiahmoo First Nation
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

[1] *Note: Recommendation is shown under each item, where applicable. All Directors vote unless otherwise noted.*

3. **Greg D'Avignon, President and CEO, Business Council of B.C.**
Jock Finlayson, Senior Policy Advisor, Business Council of B.C.
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

4. **Chris Gardner, President, Independent Contractors and Business Association**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

5. **Alex Boston, Renewable Cities, Centre for Dialogue, SFU**
Subject: Comments on the Draft of Metro 2050 and Proposed Next Steps / Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

6. **Diana Barkley, Chair, Board of Directors, Semiahmoo Fish and Game Club**
Bill Ridge, Board Director, Semiahmoo Fish and Game Club
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

7. **Ryan Bruce, BC Manager of Government Relations, Christian Labour Association of Canada**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

8. **Peter Stepney**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

9. **Rachael Groat**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

10. **Heidi Greco**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

11. **Christine Bishop**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

12. **Christy Juteau, National Conservation Science Director, A Rocha**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

13. **Myles Lamont, TerraFauna Wildlife Consulting, Inc**
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

14. Sofi Hindmarch, Wildlife Biologist, Bard Owls BC
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

15. Dr. Kim Stepney
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

16. Sarah Rush
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

17. Laurie Kremstar
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

18. Brian Coote
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

19. Dave Amero, Whalley Community Advisory Association
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

20. Liz Walker, President, White Rock and Surrey Naturalists Society
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

21. Deb Jack, President, Surrey Environmental Partners
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

D. INVITED PRESENTATIONS

E. CONSENT AGENDA

Note: Directors may adopt in one motion all recommendations appearing on the Consent Agenda or, prior to the vote, request an item be removed from the Consent Agenda for debate or discussion, voting in opposition to a recommendation, or declaring a conflict of interest with an item.

1. REGIONAL PLANNING COMMITTEE REPORTS

1.1 Comments on the Draft of Metro 2050 and Proposed Next Steps

That the MVRD Board:

a) receive for information the report titled, "Comments on the Draft of *Metro 2050* and Proposed Next Steps," dated January 7, 2022; and

b) direct staff to bring forward the *Metro 2050* bylaw for consideration of 1st and 2nd readings at the February 2022 Regional Planning Committee and MVRD Board meetings.

1.2 Metro 2050 Bylaw Approvals Process

That the MVRD Board receive for information the report dated December 14, 2021, titled "*Metro 2050* Bylaw Approvals Process".

1.3 Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work

That the MVRD Board receive for information the report dated December 17, 2021, titled "Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work".

2. CLIMATE ACTION COMMITTEE REPORTS

2.1 Update on Metro Vancouver Zero Emissions Innovation Centre

That the MVRD Board receive for information the report dated January 4, 2022, titled "Update on Metro Vancouver Zero Emissions Innovation Centre".

3. REGIONAL PARKS COMMITTEE REPORTS

3.1 Regional Parks Plan Update – Draft Plan and Proposed Engagement Process

That the MVRD Board endorse the draft *Regional Parks Plan* and authorize staff to proceed with the public engagement process as presented in the report dated December 8, 2021 titled "Regional Parks Plan Update - Draft Plan and Proposed Engagement Process".

4. ZERO WASTE COMMITTEE REPORTS

4.1 2021 Zero Waste Conference

That the MVRD Board receive for information the report dated January 13, 2022, titled "2021 Zero Waste Conference."

5. CHIEF ADMINISTRATIVE OFFICER REPORTS

5.1 Appointment of Election Officials for the 2022 General Local Election

That the MVRD Board appoint Katie Karn as Chief Election Officer and Janis Knaupp as Deputy Chief Election Officer for the 2022 General Local Election for the Regional Director of MVRD Electoral Area A.

5.2 Metro Vancouver Flood Resiliency Task Force

That the MVRD Board receive for information the report dated January 19, 2022, titled "Metro Vancouver Flood Resiliency Task Force".

F. ITEMS REMOVED FROM THE CONSENT AGENDA

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1. PERFORMANCE AND AUDIT COMMITTEE REPORTS

1.1 MFA Spring 2022 Borrowing for City of Langley – MVRD Security Issuing Bylaw No. 1338, 2021

[Recommendation a) and b): simple weighted majority vote.] and
[Recommendation c): 2/3 weighted majority vote.]

That the MVRD Board:

a) give consent to the request for financing from the City of Langley in the amount of $7,500,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;

b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;

c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021*; and forward it to the Inspector of Municipalities for Certificate of Approval.

2. CLIMATE ACTION COMMITTEE REPORTS

2.1 MVRD Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021

[Recommendation a): simple weighted majority vote.] and
[Recommendation b): 2/3 weighted majority vote.]

That the MVRD Board:

a) give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*; and

b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*.

3. CHIEF ADMINISTRATIVE OFFICER REPORTS

3.1 Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey

[Recommendation a) and b): simple weighted majority vote.]

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey"; and

b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*.

3.2 Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey

[Recommendation a) and b): simple weighted majority vote.]

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey"; and

b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*.

On Table

3.3 Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

[Recommendation a) and b): simple weighted majority vote.]

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey"

BYLAW FOR CONSIDERATION

That the MVRD Board:

b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*.

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

J. BUSINESS ARISING FROM DELEGATIONS

K. RESOLUTION TO CLOSE MEETING

Note: The Board must state by resolution the basis under section 90 of the Community Charter on which the meeting is being closed. If a member wishes to add an item, the basis must be included below.

That the MVRD Board close its regular meeting scheduled for January 28, 2022 pursuant to the *Community Charter* provisions, Section 90 (1) (a), (c) and (e) as follows:

"90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(a) personal information about an identifiable individual who holds or is being considered for a position as an officer, employee or agent of the regional district or another position appointed by the regional district;

(c) labour relations or other employee relations; and

(e) the acquisition, disposition or expropriation of land or improvements, if the board or committee considers that disclosure could reasonably be expected to harm the interests of the regional district."

L. RISE AND REPORT (Items Released from Closed Meeting)

M. ADJOURNMENT/CONCLUSION

That the MVRD Board adjourn/conclude its regular meeting of January 28, 2022.

METRO VANCOUVER REGIONAL DISTRICT
BOARD OF DIRECTORS

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Board of Directors held at 9:03 a.m. on Friday, November 26, 2021 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Burnaby, Chair, Director Sav Dhaliwal
North Vancouver City, Vice Chair Director Linda Buchanan
Anmore, Director John McEwen*
Belcarra, Director Jamie Ross*
Bowen Island, Director David Hocking*
Burnaby, Director Pietro Calendino*
Burnaby, Director Mike Hurley*
Coquitlam, Director Craig Hodge*
Coquitlam, Director Richard Stewart*
Delta, Director George Harvie*
Delta, Director Dylan Kruger*
Electoral Area A, Director Jen McCutcheon*
Langley City, Director Gayle Martin*
Langley Township, Director Jack Froese
Langley Township, Director Kim Richter*
Lions Bay, Director Ron McLaughlin
Maple Ridge, Director Mike Morden*
New Westminster, Director Jonathan Coté*
North Vancouver District, Director Lisa Muri*
Pitt Meadows, Director Bill Dingwall*
Port Coquitlam, Director Brad West*
Port Moody, Director Rob Vagramov* (arrived at 9:04 a.m.)
Richmond, Director Malcolm Brodie*
Richmond, Director Harold Steves*
Surrey, Director Linda Annis*
Surrey, Director Doug Elford*
Surrey, Director Laurie Guerra*
Surrey, Alternate Director Brenda Locke* for Mandeep Nagra
Surrey, Director Doug McCallum*
Surrey, Director Allison Patton*
Tsawwassen, Director Ken Baird*
Vancouver, Director Christine Boyle*
Vancouver, Director Adriane Carr*
Vancouver, Director Melissa De Genova*
Vancouver, Director Lisa Dominato*
Vancouver, Director Colleen Hardwick* (arrived at 9:04 a.m.)
Vancouver, Director Kennedy Stewart*
Vancouver, Director Michael Wiebe*
West Vancouver, Director Mary-Ann Booth
White Rock, Director Darryl Walker

MEMBERS ABSENT:
None

STAFF PRESENT:
Jerry W. Dobrovolny, Chief Administrative Officer
Chris Plagnol, Corporate Officer
Natalia Melnikov, Legislative Services Coordinator, Board and Information Services

The Corporate Officer called the meeting to order at 9:03 a.m.

*denotes electronic meeting participation as authorized by Section 3.6.2 of the *Procedure Bylaw*

ELECTION

1. Election of Board Chair

Members were informed that the Chair elected to the MVRD Board would also be the Chair of the MVHC, GVWD and GVS&DD Boards.

9:04 a.m. Directors Hardwick and Vagramov joined the meeting.

The Corporate officer called upon the members present for nominations for the office of Chair of the 2022 MVRD Board of Directors.

Director Dhaliwal was nominated as a candidate for the office of Chair of the 2022 MVRD Board of Directors. Director Dhaliwal consented to the nomination.

The Corporate Officer called for further nominations and after the third call, with there being no further nominations, declared the nominations closed.

Announcement of Result

The Corporate Officer declared Director Dhaliwal acclaimed as Chair of the 2022 MVRD Board of Directors.

2. Election of Board Vice Chair

Chair Dhaliwal called upon the members present for nominations for the office of Vice Chair of the 2022 MVRD Board of Directors.

Director Buchanan was nominated as a candidate for the office of Vice Chair of the 2022 MVRD Board of Directors. Director Buchanan consented to the nomination.

The Chair called for further nominations and after the third call, with there being no further nominations, declared the nominations closed.

Announcement of Result

The Chair declared Director Buchanan acclaimed as Vice Chair of the 2022 MVRD Board of Directors.

3. Election of Alternate Board Chair and/or Alternate Board Vice Chair

As the newly elected Chair and Vice Chair are members of the Greater Vancouver Sewerage and Drainage District, the Greater Vancouver Water District and the Metro Vancouver Housing Corporation Boards, separately electing an alternate Chair and Vice Chair for the districts was not required.

A. ADOPTION OF THE AGENDA

1. November 26, 2021 Regular Meeting Agenda

It was MOVED and SECONDED

That the MVRD Board:

a) amend the agenda for its regular meeting scheduled for November 26, 2021 by adding:
   i) Item C 1. Delegation – Nathan Davidowicz;
   ii) Item I 2. Metro Vancouver Storm Response;
   iii) add Section 90 (1)(i) of the *Community Charter* to Item K. Resolution to Close Meeting: "(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose"; and
b) adopt the agenda as amended.

CARRIED

B. ADOPTION OF THE MINUTES

1. October 29, 2021 Regular Meeting Minutes

It was MOVED and SECONDED

That the MVRD Board adopt the minutes for its regular meeting held October 29, 2021 as circulated.

CARRIED

C. DELEGATIONS

1. Nathan Davidowicz

Nathan Davidowicz spoke to members regarding Item E 3.1 "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design", requesting that the MVRD Board Chair meet with the neighbouring regional districts and the Provincial government to explore the cost sharing options for the fleet replacement.

D. INVITED PRESENTATIONS

No items presented.

E. CONSENT AGENDA

At the request of Directors, the following items were removed from the Consent Agenda, in the following order, for consideration under Section F. Items Removed From The Consent Agenda:

2.1 Metro Vancouver's Climate 2050 Buildings Roadmap

4.1 Clean Transportation: Findings and Actions to Strengthen the Sector in the Metro Vancouver Region

3.1 TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design

It was MOVED and SECONDED

That the MVRD Board adopt the recommendations presented in the following items as presented in the November 26, 2021 MVRD Board Consent Agenda:

1.1 Final Report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability
1.2 Metro Vancouver 2040: Shaping our Future — 2020 Annual Performance Monitoring Report
1.3 Metro Vancouver 2040: Shaping our Future — 2020 Procedural Report
1.4 Metro Vancouver Growth Projections Methodology Report
2.2 Metro Vancouver's Climate 2050 Transportation Roadmap
2.3 Draft Climate 2050 Agriculture Roadmap
2.4 Board Appointment of Enforcement Officers
4.2 Communications and Social Media Update
4.3 Strategic Investment Operations Update

CARRIED

The items and recommendations are referred to above are as follows:

1.1 Final Report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability

Report dated October 12, 2021, from James Stiver, Division Manager, Growth Management and Transportation, and Jessica Hayes, Senior Planner, Regional Planning and Housing Services, informing the MVRD Board about the recommendations outlined in the Final Report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability, identifying potential implications for member jurisdictions, and providing an opportunity to communicate feedback to the Province.

Recommendation:

That the MVRD Board send a letter to the Minister of Municipal Affairs, the Attorney General and Minister Responsible for Housing, and the Minister of Finance expressing support for the overall goals of the Final Report of the Canada-British Columbia Expert Panel on the Future of Housing Supply and Affordability, and requesting that the Province engage with Metro Vancouver member jurisdictions, and other BC municipalities and regional districts, before advancing any of the policy issues and recommendations that have implications for local governments.

Adopted on Consent

1.2 *Metro Vancouver 2040: Shaping our Future* — 2020 Annual Performance Monitoring Report

Report dated October 5, 2021, from Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services, providing the MVRD Board with the 2020

annual performance monitoring report of the region's performance toward the goals of *Metro 2040*.

Recommendation:
That the MVRD Board receive for information the report dated October 5, 2021, titled "*Metro Vancouver 2040: Shaping our Future* - 2020 Annual Performance Monitoring Report", and direct staff to forward a copy to the Province of BC's Ministry of Municipal Affairs, Local Government Division.

Adopted on Consent

1.3 Metro Vancouver 2040: Shaping our Future — 2020 Procedural Report

Report dated October 5, 2021, from Heidi Lam, Senior Policy and Planning Analyst, Regional Planning and Housing Services, conveying to the MVRD Board the 2020 *Metro Vancouver 2040: Shaping our Future* Procedural Report for information as required by Greater Vancouver Regional Growth Strategy Procedures Bylaw No. 1148, 2011.

Recommendation:
That the MVRD Board receive for information the report dated October 5, 2021, titled "*Metro Vancouver 2040: Shaping our Future* - 2020 Procedural Report".

Adopted on Consent

1.4 Metro Vancouver Growth Projections Methodology Report

Report dated October 7, 2021, from Sinisa Vukicevic, Program Manager, Regional Planning Analytics, Regional Planning and Housing Services, providing the MVRD Board with information on the methodology and model assumptions that were used to produce Metro Vancouver's population, dwelling unit and employment growth projections.

Recommendation:
That the MVRD Board receive for information the report dated October 7, 2021, titled, "Metro Vancouver Growth Projections Methodology Report".

Adopted on Consent

2.2 Metro Vancouver's Climate 2050 Transportation Roadmap

Report dated November 8, 2021, from Climate Action Committee seeking endorsement of the *Climate 2050 Transportation Roadmap* by the MVRD Board.

Recommendation:
That the MVRD Board:

a) endorse the *Climate 2050 Transportation Roadmap* as attached to the report dated October 8, 2021, titled "Metro Vancouver's *Climate 2050 Transportation Roadmap*" as the initial Roadmap towards achievement of the *Climate 2050* vision, goals, and targets for greenhouse gas reduction and resilience in the transportation sector, with the amendments proposed by the Climate Action Committee, including amending:

i) Section 1.10 and Section 2.4 to explicitly include various types of e mobility;
ii) Section 4.2 to include the impacts on high volume active transportation routes;

b) direct staff to continue working with member jurisdictions and other partners to implement the actions in the *Climate 2050 Transportation Roadmap*; and

c) direct staff to update the Roadmap, as needed, in response to changes in science, technology and policy.

Adopted on Consent

2.3 Draft Climate 2050 Agriculture Roadmap

Report dated October 13, 2021, from Carla Stewart, Senior Planner, Regional Planning and Housing Services, and Jason Emmert, Program Manager, Climate Policy, Parks and Environment, seeking the MVRD Board's authorization to proceed with engagement on the draft *Climate 2050 Agriculture Roadmap.*

Recommendation:

That the MVRD Board authorize staff to proceed with engagement on the draft *Climate 2050 Agriculture Roadmap*, as presented in the report dated October 13, 2021, titled "Draft *Climate 2050 Agriculture Roadmap*".

Adopted on Consent

2.4 Board Appointment of Enforcement Officers

Report dated October 19, 2021, from Kathy Preston, Program Manager, Environmental Regulation and Enforcement, Parks and Environment, seeking the MVRD Board's approval to appoint two Metro Vancouver employees as Board-designated officers and rescinding the appointments of three former employees.

Recommendation:

That the MVRD Board:

a) pursuant to the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008* and the *Environmental Management Act*:
   i. appoint Metro Vancouver employees Matt Brinkworth and Toby Gritten as officers; and
   ii. rescind the appointments of Rick Laird, Robert Kemp and Corey Pinder as officers; and

b) pursuant to section 28 of the *Offence Act*:
   i. appoint Metro Vancouver employees Matt Brinkworth and Toby Gritten for the purpose of serving summons under section 28 of the *Offence Act* for alleged violations under the *Greater Vancouver Regional District Air Quality Management Bylaw 1082, 2008*; and
   ii. rescind the appointments for the purpose of serving summons of Rick Laird, Robert Kemp and Corey Pinder.

Adopted on Consent

4.2 Communications and Social Media Update

Report dated October 29, 2021, from Katie Fitzmaurice, Vice President, Invest Vancouver, providing the MVRD Board with a summary of the activities associated with the launch of Invest Vancouver, and an overview of key metrics associated with the Invest Vancouver website, social media platforms, and other communications activities, and indicating next steps with respect to incorporating member jurisdiction feedback to further refine the website and other brand assets.

Recommendation:
That the MVRD Board receive for information the report dated October 29, 2021, titled "Communications and Social Media update."

Adopted on Consent

4.3 Strategic Investment Operations Update

Report dated November 1, 2021, from Chris Heine, Vice President, Strategic Investment, Invest Vancouver, providing the MVRD Board with a summary of three key operational areas which Invest Vancouver has implemented, or is in the process of implementing, with respect to its strategic investment function.

Recommendation:
That the MVRD Board receive for information the report dated November 1, 2021, titled "Strategic Investment Operations Update."

Adopted on Consent

F. ITEMS REMOVED FROM THE CONSENT AGENDA

Items removed from the Consent Agenda for consideration under Section F were considered in numerical order.

2.1 Metro Vancouver's Climate 2050 Buildings Roadmap

Report dated October 8, 2021, from Erik Blair, Regional Planner II, Parks and Environment, seeking the MVRD Board's endorsement of the *Climate 2050 Buildings Roadmap* report.

Discussion ensued regarding the accountability and success measure matrix, and duplication of the Provincial Building Code regulations.

It was MOVED and SECONDED
That the MVRD Board:

a) endorse the *Climate 2050 Buildings Roadmap* as attached to the report dated October 8, 2021, titled "Metro Vancouver's *Climate 2050 Buildings Roadmap*" as the initial Roadmap towards achievement of the *Climate 2050* vision, goals, and targets for greenhouse gas reduction and resilience in the buildings sector;

b) direct staff to continue working with member jurisdictions and other partners to implement the actions in the *Climate 2050 Buildings Roadmap*; and
c) direct staff to update the Roadmap, as needed, in response to changes in science, technology and policy.

CARRIED

3.1 TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design

Report dated September 29, 2021, from Mark Seinen, Senior Planner, Regional Planning and Housing Services, presenting the MVRD Board with TransLink's application for funding from the Greater Vancouver Regional Fund under Metro Vancouver's Federal Gas Tax Fund Expenditures Policy.

Discussion ensued around the pace of electrification of the transit fleet, and ensuring renewable fuels are used for any traditional bus purchases to move toward our climate objectives more urgently.

Main Motion

It was MOVED and SECONDED

That the MVRD Board approve $358.48 million in funding from the Greater Vancouver Regional Fund for the following transit projects proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":

1. Marpole Transit Centre – Implementation
2. 2023 Conventional Bus – Replacement
3. 2023 HandyDART Vehicle Purchase – Replacement
4. 2023 Community Shuttle Purchase – Replacement
5. Next Generation SeaBus Design

Distinct Propositions

At the request of a member, the main motion was requested to be considered in five distinct propositions prompting a housekeeping amendment to associate the specific funding requested for each project.

Amendment to the Main Motion

It was MOVED and SECONDED:

That the MVRD Board:

a) amend the Main Motion after the phrase: "That the MVRD Board approve" by striking the phrase: "$358.48 million in";
b) amend the Main Motion after the phrase: "1. Marpole Transit Centre – Implementation" by adding the phrase: "$298.10 million";
c) amend the Main Motion after the phrase: "2. 2023 Conventional Bus – Replacement" by adding the phrase: "$44.44 million";

d) amend the Main Motion after the phrase: "3. 2023 HandyDART Vehicle Purchase – Replacement" by adding the phrase: "$6.77 million";
e) amend the Main Motion after the phrase: "4. 2023 Community Shuttle Purchase – Replacement" by adding the phrase: "$6.66 million"; and
f) amend the Main Motion after the phrase: "5. Next Generation SeaBus Design" by adding the phrase: "$2.51 million".

Question on the Amendment
Question was then called on the Amendment to the Main Motion and it was

CARRIED

Question on the Main Motion as Amended
The first proposition was before the Board at this point, as follows:

That the MVRD Board approve funding from the Greater Vancouver Regional Fund for the following transit project proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":
1. Marpole Transit Centre - Implementation - $298.10 million

Question was then called on the first proposition and it was

CARRIED

The second proposition was before the Board at this point, as follows:

That the MVRD Board approve funding from the Greater Vancouver Regional Fund for the following transit project proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":
2. 2023 Conventional Bus – Replacement - $44.44 million

Question was then called on the second proposition and it was

CARRIED

The third proposition was before the Board at this point, as follows:

That the MVRD Board approve funding from the Greater Vancouver Regional Fund for the following transit project proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax

Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":

3. 2023 HandyDART Vehicle Purchase – Replacement - $6.77 million

Question was then called on the third proposition and it was

CARRIED

The fourth proposition was before the Board at this point, as follows:

That the MVRD Board approve funding from the Greater Vancouver Regional Fund for the following transit project proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":

4. 2023 Community Shuttle Vehicle Purchase – Replacement - $6.66 million

Question was then called on the fourth proposition and it was

CARRIED

The fifth proposition was before the Board at this point, as follows:

That the MVRD Board approve funding from the Greater Vancouver Regional Fund for the following transit project proposed by TransLink in its Application for Federal Gas Tax Funding as attached to the report dated September 29, 2021, titled "TransLink Application for Federal Gas Tax Funding for 2023 Depot Infrastructure, Fleet Replacement, and Fleet Design":

5. Next Generation SeaBus Design - $2.51 million

Question was then called on the fifth proposition and it was

CARRIED

4.1 Clean Transportation: Findings and Actions to Strengthen the Sector in the Metro Vancouver Region

Report dated November 1, 2021, from Gregory Freeman, Senior Economist, and Megan Gerryts, Senior Policy Analyst, Invest Vancouver, presenting the MVRD Board with the findings and recommendations from Invest Vancouver's research into the clean transportation sector in the region.

Members commented on the need to have further discussions with the Provincial government on the land use.

It was MOVED and SECONDED:
That the MVRD Board receive for information the report dated November 1, 2021, titled "Clean Transportation: Findings and Actions to Strengthen the Sector in the Metro Vancouver Region."

CARRIED

G. REPORTS NOT INCLUDED IN CONSENT AGENDA

1.1 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1332, 2021

Report dated October 13, 2021, from Cindy Onyejekwe, Senior Policy Analyst, Esther Berube, Division Manager, Bylaw and Regulation Development, Parks and Environment, seeking the MVRD Board's approval to consider amendments to the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010 (Bylaw 1117)*, introducing new bylaw violations and penalties supporting the new *Metro Vancouver Regional District (MVRD) Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021 (Bylaw 1329)*.

It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1332, 2021*.

CARRIED

It was MOVED and SECONDED
That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1332, 2021*.

CARRIED

1.2 MVRD Ticket Information Utilization Amending Bylaw No. 1333, 2021

Report dated October 13, 2021, from Cindy Onyejekwe, Senior Policy Analyst, Esther Berube, Division Manager, Bylaw and Regulation Development, Parks and Environment, seeking the MVRD Board's approval to consider amendments to the *Greater Vancouver Regional District Ticket Information Utilization Bylaw No. 1050, 2006, (Bylaw 1050)*, introducing new offences and fines to support the new Bylaw 1329.

It was MOVED and SECONDED
That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1333, 2021*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1333, 2021*.

CARRIED

2.1 MVRD Regional Parks Regulation Amending Bylaw No. 1335, 2021 – Amends Bylaw 1177, 2012

Report dated October 1, 2021, from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking the MVRD Board's approval to consider amendments to the *Metro Vancouver Regional District Regional Parks Regulation Bylaw No. 1177, 2012,* proposing a number of regulatory changes and amending or introducing new fees and charges.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1335, 2021*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Regional Parks Regulation Amending Bylaw No. 1335, 2021*.

CARRIED

2.2 MVRD Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw 1334, 2021 – Amends Bylaw 1117, 2010

Report dated October 7, 2021, from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking the MVRD Board's approval to consider amendments to the *Greater Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Bylaw No. 1117, 2010 (Bylaw No. 1117)* helping further protect Regional Parks' natural resources and assets, and better define acceptable public conduct.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1334, 2021*.

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Notice of Bylaw Violation Enforcement and Dispute Adjudication Amending Bylaw No. 1334, 2021*.

CARRIED

2.3 MVRD Ticket Information Utilization Amending Bylaw 1336, 2021 – Amends Bylaw 1050, 2006

Report dated October 7, 2021, from David Leavers, Division Manager, Visitor and Operations Services, Regional Parks, seeking the MVRD Board's approval to consider amendments to the *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1050, 2006 (Bylaw No. 1050)* helping further protect Regional Parks' natural resources and assets, and re-defining acceptable public conduct.

It was MOVED and SECONDED

That the MVRD Board give first, second and third reading to *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1336, 2021.*

CARRIED

It was MOVED and SECONDED

That the MVRD Board pass and finally adopt *Metro Vancouver Regional District Ticket Information Utilization Amending Bylaw No. 1336, 2021*.

CARRIED

H. MOTIONS FOR WHICH NOTICE HAS BEEN GIVEN

No items presented.

I. OTHER BUSINESS

1. MVRD Board Committee Information Items and Delegation Summaries

It was MOVED and SECONDED

That the MVRD Board receive for information the MVRD Board Committee Information Items and Delegation Summaries, dated November 26, 2021.

CARRIED

2. Metro Vancouver Storm Response

Jerry Dobrovolny, Commissioner/Chief Administrative Officer, provided a verbal update on the MVRD storm response to the recent atmospheric river event, highlighting record water flows in the region and expressed support for the neighbouring communities that were affected by the storm.

J. BUSINESS ARISING FROM DELEGATIONS

No items presented.

K. RESOLUTION TO CLOSE MEETING

It was MOVED and SECONDED

That the MVRD Board close its regular meeting scheduled for November 26, 2021 pursuant to the *Community Charter* provisions, Section 90 (1) (c), (g) and (i), and 90 (2) (b) as follows:

"90 (1) A part of a board meeting may be closed to the public if the subject matter being considered relates to or is one or more of the following:

(c) labour relations or other employee relations;

(g) litigation or potential litigation affecting the municipality;

(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose;

90 (2) A part of a meeting must be closed to the public if the subject matter being considered relates to one or more of the following:

(b) the consideration of information received and held in confidence relating to negotiations between the regional district and a provincial government or the federal government or both, or between a provincial government or the federal government or both and a third party."

CARRIED

L. RISE AND REPORT (Items Released from Closed Meeting)

No items presented.

M. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the MVRD Board adjourn its regular meeting of November 26, 2021.

CARRIED

(Time: 10:36 a.m.)

CERTIFIED CORRECT

Chris Plagnol, Corporate Officer

Sav Dhaliwal, Chair

49262105 FINAL

METRO VANCOUVER REGIONAL DISTRICT (MVRD)
BOARD OF DIRECTORS

REGULAR BOARD MEETING
Friday, January 28, 2022
9:00 A.M.
Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia
Webstream available at http://www.metrovancouver.org

On Table Package

C. DELEGATIONS

1. **Preet Heer, Manager, Community Planning, City of Surrey**
   Yonatan Yohannes, Manager, Utilities, City of Surrey
   (Regional Growth Strategy Amendment Applicant)
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

2. **Chief Harley Chappell, Semiahmoo First Nation**
   Councillor Joanne Charles, Semiahmoo First Nation
   Councillor Jeannine Cook, Semiahmoo First Nation
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

3. **Greg D'Avignon, President and CEO, Business Council of B.C.**
   Jock Finlayson, Senior Policy Advisor, Business Council of B.C.
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

4. **Chris Gardner, President, Independent Contractors and Business Association**
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

5. **Alex Boston, Renewable Cities, Centre for Dialogue, SFU**
   Subject: Comments on the Draft of Metro 2050 and Proposed Next Steps / Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

6. **Diana Barkley, Chair, Board of Directors, Semiahmoo Fish and Game Club**
   Bill Ridge, Board Director, Semiahmoo Fish and Game Club
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

7. **Ryan Bruce, BC Manager of Government Relations, Christian Labour Association of Canada**
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

8. **Peter Stepney**
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

9. **Rachael Groat**
   Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

10. **Heidi Greco**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

11. **Christine Bishop**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

12. **Christy Juteau, National Conservation Science Director, A Rocha**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

13. **Myles Lamont, TerraFauna Wildlife Consulting, Inc**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

14. **Sofi Hindmarch, Wildlife Biologist, Bard Owls BC**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

15. **Dr. Kim Stepney**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

16. **Sarah Rush**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

17. **Laurie Kremstar**
    Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

18. Brian Coote
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

19. Dave Amero, Whalley Community Advisory Association
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

20. Liz Walker, President, White Rock and Surrey Naturalists Society
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

21. Deb Jack, President, Surrey Environmental Partners
Subject: Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

WHERE LEADERS MEET TO UNLOCK BC'S FULL POTENTIAL

Business Council of British Columbia
Est. 1966

January 26, 2022

Metro Vancouver
Metrotown III
4515 Central Boulevard
Burnaby, BC
V5H 0H6

Attention: Members of the Metro Vancouver Board of Directors

Re: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment - South Campbell Heights – Fourth Reading

Dear Metro Vancouver Board Members:

On behalf of the Business Council of British Columbia (BCBC) and our 250 member organizations, we write to express our strong support for the South Campbell Heights Land Use Plan Amendment (Regional Growth Strategy Amendment Bylaw 1328) that will be considered by the Metro Vancouver Board of Directors on January 28, 2022. An affirmative outcome on this vote is very important to our membership, which is why BCBC continues to pay close attention to the amendment process.

By way of background, the Business Council of B.C. represents the leading and largest companies in the province, together with a mix of professional service firms, affiliated industry organizations, and post-secondary institutions. We estimate that our member organizations, taken together, are responsible for almost 200,000 direct jobs in the lower mainland (the Metro Vancouver census metropolitan area and the Lower Fraser Valley).

We previously spoke as a delegation at third reading, and today we are again submitting this letter and appearing before the Board to emphasize and reinforce the critical importance of this application to the region and to our members as well as the overall business community in Metro Vancouver. The inclusion of these **employment lands for industrial, technology, and transportation and logistics businesses** provides a vital and rare opportunity to create and sustain high-quality, sustainable jobs, while also laying the foundations for improvements to the local supply chain and supporting B.C.'s economic recovery from the COVID-19 shock.

In considering the benefits of the South Campbell Heights Land Use Plan as proposed by the City of Surrey, we would draw the Board's attention to the following key points:

- Metro Vancouver's steadily growing population underscores the need for an adequate supply of industrial and employment lands to support the large numbers of new jobs expected to emerge in the region over the next two decades.

…/2

Business Council of British Columbia
Est. 1966

- Past government decisions have at times led to the rezoning of significant tracts of industrial land for other uses. The amendment proposed by Surrey is unusual in that, if approved, it will add industrial land to the existing regional inventory. We view this as essential given the very limited supply of such lands Metro Vancouver, particularly compared to many other metropolitan regions in Canada and the U.S.

- Failure to protect and where possible expand industrial and employment lands in Metro Vancouver will hinder new investment, raise business capital and operating costs, diminish the region's competitiveness, and cause some companies present in Metro Vancouver to relocate operations and activities to other jurisdictions.

- The severe flooding which B.C. experienced in November 2021 served as a stark reminder of the vulnerability of fragile and limited supply chains – including for primary and processed agricultural products, energy and other essential commodities, consumer goods, and manufactures. By adding vital industrial and employment lands to the current regional inventory, the South Campbell Heights Land Use Plan would help to fortify local supply chains.

- As noted in our previous submission to the Metro Vancouver Board, these lands support the Gateway economy and strengthen the foundations for achieving the targets outlined in the provincial government's CleanBC Plan. Specifically, designating additional industrial and employment lands in the South Campbell Heights area will provide needed local storage and distribution infrastructure, thereby reducing supply chain transportation emissions. This is because more industrial and employment land in Metro Vancouver will avoid multiple and unnecessary movements of imported goods from and back into the region due to the lack of adequate warehousing space and supporting land to serve local consumer and business demand for many types of goods.

Given growing concerns over climate change, our members appreciate the need for environmental protection in the context of Metro Vancouver decision-making. Having reviewed the City of Surrey's corporate report dated December 20, 2021, summarizing the City's consultation process and measures to protect the environment, we are confident this application reflects an appropriate balance between environmental stewardship and the economy.

In closing, we would like to reiterate that the Business Council of B.C. represents and speaks for organizations that employ hundreds of thousands of Metro Vancouver residents and purchase many tens of billions of dollars of goods and services from local suppliers every year. Our members also support many other local businesses and community partnerships, contribute to the municipal tax base, and help to drive innovations that make the region more livable and sustainable.

We strongly urge the Metro Vancouver Board to support fourth reading of the "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021."

Kind regards,



Greg D'Avignon
President and CEO

BC BUILT. BC STRONG™

January 24, 2022

Metro Vancouver
Metrotown III
4515 Central Boulevard
Burnaby, BC
V5H 0H6

Attention: Metro Vancouver Board of Directors

Re: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment - South Campbell Heights – Fourth Reading

Dear Metro Vancouver Board Members:

On behalf of the Independent Contractors and Businesses Association (ICBA) and our 3,500 members and client companies, we write to express our support for the fourth and final reading of Metro Vancouver's Regional Growth Strategy Amendment for South Campbell Heights. ICBA's members employ more than 80,000 Lower Mainland construction workers in Metro Vancouver.

We previously spoke as a delegation at third reading and are again submitting this letter and appearing as a delegation to emphasize the critical importance of this application to the region, and to our membership. The inclusion of these employment lands for industrial businesses represents a vital opportunity for the creation of quality sustainable jobs, much needed improvements to the local supply chain, and to assist in the recovery of BC's economy.

Having reviewed the City of Surrey's corporate report dated December 20, 2021, summarizing their consultation process to date and measures proposed to protect the environment, we are confident this application provides a strong balance between environmental stewardship and the economy.

This application is of critical importance to our regional ICBA members and their 80,000+ employees, as jobs and economic growth are more important to us than ever before. We are hopeful all Metro Vancouver Board Directors recognize the considerable benefits to the region of this application and vote "in support" of fourth reading to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021".

Regards,



Chris Gardner
President
ICBA

January 10, 2021

Sav Dhaliwal, Board Chair,
Linda Buchanan, Vice Chair &
Board Directors
Metro Vancouver Regional District

By Email

Dear Chair, Vice-Chair & Directors:

PROTECTING SOUTH CAMPBELL HEIGHTS RURAL DESIGNATION
CURBING LOCAL, REGIONAL & PROVINCIAL CONGESTION, CARBON, COSTS & CLIMATE RISKS

I am urging you to oppose the redesignation of South Campbell Heights from Rural to Employment lands.

Industrial and employment land development is important. Fortunately, there are solutions. South Campbell Heights redevelopment is not a solution. It is a problem.

This decision is not about the autonomy of a single municipality in the region. This decision has significant implications beyond municipal boundaries, impacting people and businesses socially, financially and ecologically in the Semiahmoo First Nation, every municipality across Metro Vancouver and also the province of British Columbia.

In the wake of unprecedented, multi-billion-dollar disasters, Metro Vancouver municipalities and the Province must ask themselves if they desire sub-standard development agendas that exacerbate a matrix of problems or if they wish to genuinely join the ranks of world class cities pursuing innovative development agendas that help solve complex issues.

Regional and Provincial Impacts

The redesignation of South Campbell Heights from rural to industrial is inconsistent with the current and proposed Regional Growth Strategy, Surrey-Langley SkyTrain commitments to TransLink and municipalities in the region and the Metro Climate 2050/Clean Air Plan. The decision would have following implications:

- Removing forest and permeable surface area, increasing downstream flood risk to the Semiahmoo First Nation community, increasing risk to life, property and infrastructure.
- Redirecting planning and permitting energy in the City of Surrey away from regional policy imperatives to manage congestion and efficiently deliver transit services a) establishing Surrey City Centre as major regional business district and b) focussing growth in the Surrey Langley SkyTrain corridor. Despite the fastest growth in the region, Surrey is not meeting its City Centre growth targets due to the volume of residential and employment growth in South Surrey. Planning and permitting growth in South Campbell Heights would undermine both these priorities, putting upwards pressure on transit fares

and downwards pressure on TransLink revenue that will impact pocket books and transportation service across the entire region.
- Increasing congestion in every quadrant of the region by establishing a peripheral employment destination that is not and cannot be effectively served by transit.
- Adding another significant driver of GHG growth, notably transportation GHGs but also terrestrial carbon emissions, undermining the prospect of meeting Metro Vancouver and Provincial greenhouse gas emission reduction targets.

Untapped Industrial & Employment Land Solutions

The need for industrial and employment land is real. There are, fortunately, a range of solutions for creating this development opportunities with much higher cost-benefit ratios to all businesses and taxpayers and current and future generations across the region. These solutions include protecting and intensifying use of existing industrial and employment lands.

Across the East and West Coast U.S.—including competing port cities—and in Europe and Asia, cities are growing up. Multi-storey warehouses are being built in strategic locations with good access to transit and bike infrastructure, as well as road and rail infrastructure. Surrey and Metro Vancouver can grow up, too!

Converting a dwindling supply of ecologically-significant land with wide-ranging negative social, financial and economic implications for the entire region is simply too high a price.

Semiahmoo and Provincial Government Implications

The implications of this decision are beyond just the municipalities in the region. I'm, therefore, cc'ing elected officials in Semiahmoo First Nation and the Province.

As well as opposing this land redesignation, I also urge you to advance meaningful efforts to secure industrial land and exploit your land use planning authority to reduce vulnerability to climate impacts versus increase, and move further towards vs further away from your 2030 climate targets.

Respectfully,



Alex Boston
Executive Director, Renewable Cities
Fellow, Morris J. Wosk Centre for Dialogue
Simon Fraser University

See correspondence from January 10th emailed to all Board Members for the version with full briefing detailing these problems, risks and solutions

Encl. South Campbell Heights Redesignation Briefing: Sub-Standard Solution with High Risks & Costs & Low Benefits for Metro & BC

c.c. Chief Harley Chappell, Semiahmoo First Nation
Honourable Mike Farnworth, Minister of Public Safety
Honourable George Heyman, Minister of Environment & Climate Change Strategy & TransLink
Honourable Bowinn Ma, Minister of State for Infrastructure
Honourable Jose Osborne, Minister of Municipal Affairs

MAKING *METRO 2050* MATTER: CLIMATE, CONGESTION, AFFORDABILITY & PROSPERITY

Alex Boston, ED Renewable Cities & Fellow, SFU Morris J Wosk Centre for Dialogue

Metro 2050 is the product of an institution inadvertently designed to change incrementally and operate in silos. Many regional district and municipal elected officials and staff have conscientiously endeavoured to create a regional land use agenda that acknowledges some shifting priorities and meets minimum expectations. They have succeeded.

Meeting minimum expectations is no longer satisfactory! The urgent crises of affordability and climate with calamitous consequences to property, infrastructure, human life, economic activity and ecosystems behove the region to steward a coarse correction. Fortunately, this new direction also offers greater prosperity, including lower congestion and higher industrial and employment land outcomes and the lowest cost solutions to some of our highest priorities.

In its current form *Metro 2050* will sustain high transportation GHGs—the region's largest and fastest growing GHG source—increased congestion, increased unaffordability and growing vulnerability to climate change impacts. While the draft RGS includes some commendable new work to manage civic infrastructure costs, the overarching policies and trends will result in rising civic infrastructure deficits and upwards pressure on transit fares. *Metro 2050* inadvertently facilitates a high cost, high carbon, high congestion, high risk region.

Two transformative series of events thrust Metro Vancouver Directors, staff and member local governments into a unique position to steward this course correction, stemming public cynicism and meeting public expectations for leadership: 1. while challenging, unprecedented and imperfect, local governments' commendable and successful COVID response, and 2. the catastrophic series of multi-billion-dollar climate impacts across B.C. communities.

Land Use Driving the Largest and Fastest Growing Emission Sector: Transportation

Transportation is the Metro's largest and fastest growing GHG source. A major driver is land use. A disproportionately large share of job and residential growth is further and further from major job hubs (the #1 determinant of household carbon and congestion). The vast majority of general urban fabric is losing density. Average commute distances and times are rising. Transit mode share is slipping. Vehicle growth rates are outstripping population growth.

The only jurisdiction to cut transportation GHGs below 1990 levels is Sweden. B.C. is starting to raise key Swedish pillars: 1. bold carbon tax, 2. strong vehicle efficiency & ZEV mandates, 3. renewable fuels. Sweden has another key pillar: 4. sustainable land use. According to the European Environmental Agency, Sweden has essentially eliminated farmland and natural area loss to commercial, industrial, residential and transportation infrastructure sprawl. Transit mode share is rapidly growing and traffic-related death and serious injury has plummeted.

While B.C.'s and Metro Vancouver's transportation GHGs have steadily risen, almost 20% since 2007, California has driven seven percent reductions. California also employs these four pillars.

The *Clean Air Plan* recently adopted by Metro Vancouver has a 65% emission reduction target for passenger transportation. Although there are no "Big Moves" for land use—questioning the Plan's defensibility—it does state:

> ***Strong regional land-use policies are foundational to achieving the targets in the Clean Air Plan. Building compact, mixed-used communities that connect homes, jobs and recreation with walking, cycling and public transit will reduce driving emissions and will support the protection of important lands such as agricultural and industrial lands, and natural areas.***

What is the magnitude of these reductions? There are likely negligible 2030 reductions attributable to the RGS. Land use is becoming less versus more sustainable. Strategically located Industrial land is being displaced by residential. Natural and agricultural areas are being displaced by sub-standard industrial sprawl, exacerbating risks to climate change. At the same time, leading U.S. cities—including competing ports—are building state-of-the-art, multi-storey warehouses on century-old, central industrial lands, cutting freight and employee congestion, carbon and transportation costs.

Technology Innovation & Sustainable Land Use Implementation

It takes 30 years for 100% of vehicle stock turnover. Of the new vehicles driven off of car lots today, the last will be scrapped just after 2050, frustrating Metro's long term carbon neutral commitments. Ninety percent of these new vehicles are fossil fueled. Moreover, due to auto-oriented urban growth, Metro Vancouver's total vehicle stock is rapidly

rising. Without sustainable land use, there will be more fossil fuel cars and congestion in 2030 than at any other time in history. The *Clean Air Plan*'s 65% reduction target for light duty vehicles appears illusory.

While most transportation sector GHG growth historically has been in passenger vehicles. Today, the region's fastest growth in carbon and congestion is urban freight – the "Prime" sector. Similarly, *Metro 2050* and *Transport 2050* have omitted consideration of meaningful precedents in land use and transportation to address this sector.

Land use planning is local governments' wheelhouse. If there is any planning agenda where Metro Vancouver should align its GHG reduction targets it is *Metro 2050*. The IPPC underscores the imperative for local leadership and focus.

Thousands of cities are undertaking climate action plans, but their aggregate impact on urban emissions is uncertain...
Current climate action plans focus largely on energy efficiency. Fewer climate action plans consider land use planning…
Effective mitigation strategies involve packages of mutually reinforcing policies,
including co-locating high residential with high employment densities,
achieving high diversity and integration of land uses, increasing accessibility and investing in public transport...
IPCC, Assessment Report Five, Mitigation Working Group, 2014

effective urban planning can reduce GHG emissions from urban transport between 20% and 50%
IPCC, Special Report on Global Warming of 1.5°C, 2018

Policy Alignment: Metro 2050, Climate 2050/Clean Air Plan, CleanBC

Currently RGS Goal #3 states: "Protect the Environment and Respond to Climate Change and Natural Hazards." This goal avoids addressing Metro Vancouver's climate policy imperative to reduce emissions 45% by 2030 consistent with IPCC 1.5°C conclusions regarding emission reductions and the strategic role of local government land use action. To ensure consistency with the *Clean Air Plan*'s "evidence-based" and "comprehensive & integrated" principles, it is incumbent on Metro Vancouver to strengthen its land use agenda and quantify the GHG reduction contribution to meeting its targets.

Moreover, rather than simply "*responding* to Climate Change and Natural Hazards," there is an urgency to *reduce* vulnerability. Over the past year, Abbotsford, Merritt, Lytton, Princeton *responded* to climate change. Communities need proactive leadership. Sustainable land use is a key cornerstone for reducing vulnerability to climate impacts. This should be central to the *Clean Air Plan's* "preventative" principle.

CleanBC's Roadmap to 2030 has underscored the need to robustly integrate land use to meet transportation GHG targets. 2030 provincial targets include reducing total driving distance (vehicle km travelled) 25%. Fortunately, the *Clean Air Plan* is underpinned by an "ambitious" principle. *Metro 2050* should meet this target.

With 30% renewable fuels by 2030 and a 90% ZEV mandate for new vehicle sales under *CleanBC's Roadmap to 2030*, Metro Vancouver can readily calculate the land use contribution to meet Metro's target to cut light duty vehicle GHGs 65%. It has the data. Metro's commitment to "evidence based," "continuous improvement," and "transparency" principles should drive this analysis, make it available to elected officials and the public and drive *Metro 2050* direction.

Not having defensible and quantified modal shift, transportation demand management and GHG reduction targets attributable to land use, renders *Metro 2050* and *Climate 2050* inadequate responses to rising catastrophic losses.

Sustainable Land Use: The Best Deal in Towns!

Sustainable land use is the lowest cost climate action strategy wedge. As the OECD and the Global Commission on Climate and Economy have underscored, sustainable land use is a negative cost, i.e., a money maker!

Focussing growth along transit corridors and around rapid transit stations cuts congestion and puts riders and revenue into TransLink coffers. Supportive land use can extend improved traffic flow on billion-dollar bridge and highway expansions for decades, delaying (sometimes permanently) further costly expansion. Smart land use can cut civic infrastructure deficits and transportation spending—the largest household expenditure after housing. Sustainable land use can dramatically reduce losses to property, infrastructure, ecosystem services and human life from climate impacts. Sustainable land use offers some of the least expensive, affordable housing solutions; some are money makers!

To protect the pocket books and prospects of people in this region, a course correction is needed.

"The cost of reducing regional and global greenhouse gas emissions as well as the costs of adaptation
will only grow, the best cost option is to take action now."
Metro Vancouver, *Clean Air Plan*

Little Campbell Hatchery

PRESENTATION TO METRO VANCOUVER BOARD
JANUARY 28, 2022

Presenting:
Diana Barkley, Chair, Board of Directors, Semiahmoo Fish and Game Club – Little Campbell Hatchery

Bill Ridge, Member of the Semiahmoo Fish and Game Club Board of Directors and Board Director responsible for the Little Campbell Hatchery

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The Little Campbell Hatchery and fish fence were built more than 40 years ago to protect and enhance the Little Campbell River salmon and trout.

For the past four decades, our fish fence has provided important information to the Department of Fisheries and Oceans and the Freshwater Fisheries on the state of the returning salmon and trout.

The Little Campbell River is also home to the only genetically pure stock of Boundary Bay Chinook in Canada – there haven't been any introductions of other stocks of Chinook to this watershed.

The Boundary Bay Chinook have been designated as "Threatened" by the Committee on the Status of Endangered Wildlife in Canada.

Today, our hatchery raises: 60,000 Chinook, 40,000 Coho and 25,000 Steelhead.

In the hatchery, water is our lifeblood.

We get our water from the aquifer 40 feet down as the water is a constant temperature. This is vital for the water that circulates through the various holding tubs and incubation rooms as warmer water does not hold as much oxygen.

The Little Campbell River in its current state fluctuates over 10 degrees in the Summer as the water flow is limited in the summer months.

We count on the trees and vegetation in our watershed to hold the rain and release it over time. This provides enough water in the summer so the River does not go dry.

We believe the tearing down of our forests and vegetation would cause a huge influx of water all at once causing much devastation on our Salmon spawning beds and tearing apart our riparian areas.

In addition, rising water could mean the destruction of our hatchery and all the work that goes into raising salmon.

During our recent atmospheric rainfall two months ago, our hatchery had three feet of water inside the building. It shorted out many of the high-powered electric pumps we have in place to maintain water flow.

The river gravel was moved drastically by the rushing water and the redds – this is where the salmon eggs are laid – were destroyed. We will not know for 3 or 4 years how devastating this will be to our returning salmon.

If we had to close the hatchery due to environmental destruction, we would also destroy a long-standing tradition of education that we have with our local schools. Our volunteers provide school tours to Richmond, Delta and Surrey school districts. We educate over 25,000 children each year through our hatchery program.

Today we take great pleasure in meeting some of those students when they come by with their children and grandchildren.

Tearing down hundreds of acres of trees and vegetation and replacing them with concrete warehouses and paved parking lots is criminal. One severe outcome we see is that this new industrial environment means that rainwater will be collected and deposited into our river all at once. This will be devastating to the returning salmon.

This runoff may also contain contaminants that can be toxic to aquatic species living in the river.

Because this water is dropped all at once it means there are no reserves held for the summer season when it is needed to continue river flow.

As the river flow decreases, it heats up to even higher temperatures - which is very dangerous for the Coho fry living in the river. Fish can be stranded or even killed.

We believe that this action of building warehouses and other industrial sites will destroy the Little Campbell River as a fish producing and fish-bearing stream.

Please protect our environment and hatchery by voting against this bylaw.

Jan 26, 2022

Metro Vancouver Regional District Board

Re: 3.3 Regional Growth Strategy Amendment Bylaw No 1328
South Campbell Heights, City of Surrey

Before the Board on January 28, 2022

Delegation by: Peter Stepney
Resident of Southwest Langley

I would like to present you with critical information which is lacking in the documents you have been given in today's agenda. In the agenda, there is information on water supply, and there is information on sanitary drainage, both of which paint a negative picture. Missing, however, is any information on storm water management. That is likely because the last Stormwater Scoping Report available for this area was done prior to 2011, and its analysis only contemplates development inside the current Urban Containment Boundary.

All of the numbers in this document can be found in, or calculated from, Surrey's Corporate Report R246, dated December 16, 2021 titled "November 2021 Rainfall Event Summary" or generated from COSMOS, Surrey's online mapping system. The accompanying PDF pages contain some details not found in this document.

Surrey is responsible for surface water drainage collection within their boundaries, following a set of criteria. These include managing flows from minor and major events and detaining storm water in "upland" areas, and managing "lowland" flows, ie where they release that upland water, according to rules established by the BC Ministry of Agriculture, called A R D S A.

The existing storm water management in Campbell Heights North falls woefully short of that responsibility. While the upland collection appears to function, the retention and lowland outflow appears grossly mismanaged and under designed.

Between November 13th and 15th, last year, 165 mm of rain fell on South Surrey, including, of course, on Campbell Heights industrial area. Because that area is almost entirely impermeable surfaces, virtually all of that rainwater entered the storm drains.

The portion of Campbell Heights North which drains to the south into the Little Campbell River covers approximately 350 hectares. 165mm of rain, over that area, amounts to 577,500 cubic meters of water entering the storm drain system. That water passes into retention ponds, where large pulses of water are meant to be detained and slowed.

Mapping the area of retention ponds in the southbound drainage system, and assuming an average depth of the ponds of 3 meters, that system is able to hold back 66,000 cubic meters of water, before allowing all remaining flow to enter the Little Campbell River.

Over half a million cubic meters of water were released into the Little Campbell River over a very short time, by design. This resulted in massive flooding downstream, inundating large areas on either side of the river, and causing significant property damage.

The culprit in this event is the nature of the commercial/industrial area design. Campbell Heights used to be rural. Its land was permeable, allowing large rainfall events to slowly percolate into the soil, and then slowly release to the creeks and rivers. The rooftops and hardscape of these "employment lands" release rainfall immediately, with only the retention ponds and flow rates in pipes slowing the water. We have seen the result.

The November rainfall event in South Surrey was just short of a 100 year event, at 4.4 mm/hour over 24 hours. A less severe, 10 year event, is 3.2 mm/hour. That would only generate 420,000 cubic meters of water. Of that, only about 350,000 cubic meters would be released into the Little Campbell.

That is the equivalent to emptying 140 olympic sized swimming pools into that small river during the rainfall event. Just from Campbell Heights North.

Campbell Heights South proposes an additional 160.8 hectares of employment lands. Adding those impermeable lands to the above inventory, and assuming the same level of storm water management, even a historical 2 year event, at 2.2 mm/hr over 24 hours, would overflow about 320,000 cubic meters of storm waste water into the Little Campbell. Every 2 years we could expect the Little Campbell to be flooded and damaged to the same magnitude that occured in November.

All of this assumes a continuation of our historical climate modeling. In fact, a warming ocean and changing convective patterns is changing precipitation patterns, and our multiple "atmospheric river" events last year makes it rather obvious that the old models need to be upgraded.

It also assumes that the valley bottom development currently proposed can somehow sequester storm water, when the development is essentially at the same level as the water table. Without active pumping systems, it is not possible to hold back the drainage from the proposed development. Pumps fail. In addition, the current outflow from Campbell Heights North will be passing through the proposed development area, raising the river level and challenging any management of outflow from the lower area.

I have only discussed water volumes. But the contaminated nature of this water, being runoff from industrial hardscape, increases the problem geometrically. This immense flow of contaminated water, coursing down the Little Campbell, exchanges freely with the open Brookswood aquifer, contaminating residential wells. And these high volume flows scour the riverbed, removing nutrients and destroying spawning beds.

So, the Water Board says supplying water to the area is a problem. Liquid Waste Services says sewage disposal will be a problem. Translink says transportation to and from the area is a problem. As I hope you have seen from this presentation, storm water control is a problem. There is really nothing about the proposed development that fits into the regional growth strategy.

Allowing this process to move forward, by moving the Urban Containment Boundary at Surrey's request, is blindly accepting that Surrey will somehow overcome all the problems and create something which improves the Region. That expectation does not fit well with their track record.

I urge the Board to deny the request to move the Urban Containment Boundary, and stop uncontrolled urban sprawl, as was intended when that boundary was established.

Peter Stepney BSc, MBA, DMD
South Langley

CANADA
A ROCHA
Environmental Stewardship

MVRD Board
Delegation Presentation Summary

January 28, 2022

Submitted by:
Christy Juteau, RPBio
Conservation Science Director, A Rocha Canada

CANADA
A ROCHA
Environmental Stewardship

Concerns re: 3.3 Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

The lands proposed for industrial development (2.3 km2) are critical for protecting the health of the Little Campbell River (TA'TALU in SENĆOŦEN) and receiving waters of Boundary Bay. As recent extreme flooding events have shown us, there is an urgent need to assess the way we manage land in a way that enhances resiliency to climate change. Industrial development of this scale could have **irreparable impacts**: flooding, erosion, aquifer contamination, and degradation of critical salmon spawning habitat. During the extreme weather events of this fall, **we have already begun to see this damage: flooding of the hatchery, scouring out of recently laid salmon eggs, landslides on Semiahmoo First Nation land.**

The proposed industrial lands overlay a shallow unconfined aquifer that provides drinking water and irrigation water for thousands of residents in South Surrey/Langley and supplies river flow for critical salmon spawning habitat. Additionally, **Semiahmoo First Nation has not been adequately consulted** about this proposal that directly affects the health of their territory, their home on the river and their traditional food sources.

The TATALU River supports **five significant runs of Pacific Salmon** as well as the endangered Salish Sucker. Productive spawning and rearing habitat exists mainly within and directly downstream of the Study Area. As one of the most endangered rivers in BC[1], serious consideration must be taken while reviewing the potential impact of this revised plan.

Expanding the Urban Containment Boundary for this development **will go against Climate 2050 and Metro 2040/50 goals** to: 1) ensure nature based solutions, 2) create a compact urban area, 3) protect land for agriculture, 4) protect and enhance natural features and their connectivity, reduce greenhouse gas emissions, and mitigate and prepare for climate change, 5) develop healthy and complete communities, and 6) direct growth and development to make it easier for residents to get to, from and around the region for their jobs and daily needs. Our concerns are as follows:

1. **Lack of Indigenous consultation** and free, prior, informed consent. The Semiahmoo First Nation's reserve lands reside at the estuary of the TATALU River and their traditional territory extends throughout the entire watershed. Traditionally they have relied on the TATALU for clean water and food security: abundant salmon and shellfish. Without free, prior and informed consent, this proposal should not move forward[2].

2. **Information gaps.** The revised plan was presented to Metro Vancouver before recommended studies were completed: a) groundwater review to understand groundwater/surface water interactions to inform the development of Aquifer Protection Measures, b) Integrated Stormwater Management Plan[3] – to consider environmental consequences prior to build out, and c) archaeological review - the entire area is of high archaeological potential, aside from the areas of

[1] Outdoor Recreation Council of BC. 2022 Jan 13. BC's Most Endangered Rivers: 2021/22 – Urban Streams Edition. https://www.orcbc.ca/blog/bc-endangered-rivers-urban-streams-edition-ba3nx-pax5z-2habp-n7tt4-jsycw
[2] BC Legislative Assembly. 2019. Bill 41 – 2019: Declaration on the Rights of Indigenous Peoples Act.
[3] Kerr Wood Leidal. 2011. Little Campbell River Integrated Stormwater Scoping Study. Final Report. Prepared for City of Surrey and Township of Langley.

historic gravel extraction[4]. Proximity of the river, possibility of culturally modified trees, traditional use site, and historic travel corridors would require detailed archaeological study prior to permitting development under the Heritage Canada Act[2].

3. **Water quality impacts.** Run-off of fine sediments, hydrocarbons and other contaminants are likely to enter the river during wet weather. The Study Area drains directly into a segment of critical spawning habitat within the TATALU. Spawning occurs during the fall corresponding with heavy rain events – sediments can smother eggs in spawning beds and damage gills, impeding respiration. Surrey staff, along with A Rocha, Semiahmoo First Nation and 30 other organizations and levels of government sit on a working group to improve water quality in the Little Campbell River and Boundary Bay receiving waters so that Semiahmoo First Nation might be able to return to their traditional practices of shellfish harvest[5]. Development of these lands along the river as industrial goes against Surrey's efforts to restore water quality conditions and does not support reconciliation action.

4. **Groundwater impacts.** This Study Area overlays the unconfined Brookswood aquifer, which has been identified as highly vulnerable to contamination from surface sources[67]. The proposed development site is also shown as one of the highest value natural recharge areas in the South Campbell Heights Special Study Area. Conversion of well-draining gravel soils to impervious or compact surfaces for industrial or commercial development would greatly impede infiltration of rainwater needed to maintain flows in this groundwater-fed river system. There are already stretches of river (up to 2km in length) that flow underground during summer months, stranding thousands of juvenile salmon, indicating existing pressure on groundwater resources in the watershed.

5. **Biodiversity value and Species at Risk.** Much of the Study Area has been designated as a high ecological value forest hubs and corridors[8]. The Hubs and Corridors support diverse forest and wetland ecosystems and wildlife including species at risk: Red-legged Frog, Western Toad, Little Brown Myotis, Olive-sided Flycatcher. Critical habitat for Western Painted Turtle and Salish Sucker has been designated over much of the Study Area and the current plan is not in compliance with Recovery Strategy requirements. Converting this land to industrial would not be considered "effective protection".

   Many trees in these hubs are over 1m diameter and approximately 100 years old[5]. The value of these hubs and corridors is in large part because they are contiguous and function as a network. Removing some of the pieces diminishes the function of all remaining pieces.

   This area is ideal for a Nature Park and should be protected to sustain biodiversity health and carbon sinks within the region.

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[4] Kremsater, L., T. Elliot, and S. Hamm. 2015. South Campbell Heights Environmental Study #1220-030-2015-008. Produced by Madrone Environmental Services Ltd. Submitted to Surrey City Hall Finance and Technology Department, Surrey BC.
[5] Shared Waters Alliance. n.d. https://sites.google.com/view/shared-waters/home
[6] Kremsater, L., T. Elliot, and S. Hamm. 2015. South Campbell Heights Environmental Study #1220-030-2015-008. Produced by Madrone Environmental Services Ltd. Submitted to Surrey City Hall Finance and Technology Department, Surrey BC.
[7] BC Government. 2018. Aquifer Description for Langley/Brookswood Aquifer (Aquifer No. 41).
[8] Surrey, City of. 2014. Biodiversity Conservation Strategy. Produced by Diamond Head Consulting, January 2014. https://www.surrey.ca/sites/default/files/media/documents/Surrey_BCS_Report.pdf

Delegation by Dr. Kim Stepney to the Metro Vancouver Regional District Board
January 28, 2022

Re: **3.3 Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey**

I am a Family Physician that practiced in South Langley from 1986 until 2017. I am concerned about the risk to the health of residents living in South Surrey and South Langley due to the proposed changes to the South Campbell Heights area, including expansion of Metro Vancouver's Urban Containment Boundary (UCB). I would like to address the risk to the water supply.

What would you say if a local government in Metro Vancouver suggested paving over hundreds of acres of the Capilano watershed?

Would you consider allowing potentially contaminating industries to be built in the Coquitlam watershed?

The City of Surrey is asking you to let them pave over and build light industry in the watershed that supplies water to thousands of residents in South Surrey and South Langley. I'm talking about the Little Campbell River watershed.

Most of the land that the City of Surrey intends to rezone is part of the watershed that fills the Brookswood Aquifer. That aquifer is a body of water about 33 square km in size that lies close to the surface throughout most of South Campbell Heights. In some places, it comes to the surface, where it can be seen as surface water.

Because it varies in depth from zero to 15 meters below the surface, it is classified as shallow. And because the water that flows in it is connected with the surface of the ground and the Little Campbell River, it is classified as "unconfined".

That means that it is not like an aquifer that is stable and deep in the ground. The Brookswood aquifer is not protected by an impervious layer above it. It feeds directly into the salmon-bearing Little Campbell River and shares water with the river. Because it is open to the surface, contaminants can easily enter the aquifer and make their way into drinking water and into the river. This Aquifer is classed as one of the 3 most vulnerable aquifers in the Fraser Valley.

The Brookswood Aquifer supplies drinking water to 767 wells in the City of Surrey and the Township of Langley- thousands of people rely on this water.

There is a precarious balance, in this water supply, between losing and gaining water. Water usually enters as rainwater slowly filtering through layers of plants and soil, and exits through wells, the river, and evaporation at the surface.

When blacktop and large buildings cover the land, rainwater is stopped from filtering down through the soil into the underlying aquifer. Instead, this water is collected in pipes and shunted into collecting ponds. It then enters the river without percolating through soil as would normally occur. It then drains away quickly through the river to the ocean and does not have time to adequately refill the aquifer.

The Madrone Report of 2015 notes that the Brookswood Aquifer had already reduced its flow by 12% since development began, with a further 5.4% reduction expected with the completion of North Campbell Heights. It states that the aquifer was near or at its capacity to provide water without reducing the water table. Because the aquifer is directly linked to the Little Campbell River, lowering the water table would result in parts of the river running dry and fish being stranded.

Placing buildings and pavement over the South Campbell Heights area will block the water infiltration into the aquifer and further reduce the amount of water in the Brookswood Aquifer. The Madrone report recommended, in 2015, that Surrey find ways to reduce the risk of contaminating this water supply. They also recommended that Surrey develop plans to treat the storm water from Campbell Heights before release.

Neither of these recommendations has been acted on.

The December report by the Greater Vancouver Water District (GVWD), in this Metro agenda, notes a number of concerns. It states that the proposed development was not included in long term plans by the City of Surrey when water District infrastructure was being planned. It notes that the aquifer is at risk and that development in the area could compromise the aquifer, which would result in a significant increase in demand for water from the GVWD.

The report states that "a significant unplanned increase in demand… may lead to costlier investments in GVWD's system". Large infrastructure projects would have to be built sooner than planned, with the resulting extra cost to Metro Vancouver. The report also noted that if the water district was to supply water to this development, the increased demand would be "detrimental to the efficiency and sustainability of the regional water system."

Metro Liquid Waste Services has stated that their system is already overloaded during wet weather, resulting in numerous sewage overflows. Sewage overflows into this watershed area would result in contamination of the shallow aquifer. They said that there is no capacity to add this development to the system.

Metro Vancouver cannot rely on the City of Surrey to take the actions required to safeguard the aquifer and the water supply in this area if development were to proceed. The City has not even followed through with recommendations, made 7 years ago, to treat storm water and increase the safety of the water supply.

Do not permit the City of Surrey to pave over and place industrial buildings in the Little Campbell River watershed.

Safe water is essential to health- it is not optional.

Please reject the application to move the Urban Containment Boundary.

Dr. Kim Stepney, BSc., MD
Family Physician

Ask: That MVRD Board members reject this application and send it back to Surrey for an all-inclusive redesign which will allow:

1. **Meaningful and respectful consultation with Semiahmoo First Nation**, not the 11th hour contact which took place **after** the plan had been finalised and passed through Surrey AND Metro Vancouver's Planning committee.

2. **For *all* the recommendations made by Metro Board in 2018 about the previous application for South Campbell Heights** to be considered and factored in. It was recommended that there be not just "no residential" but no development below 16th Ave to protect the Little Campbell River, the aquifer, critical Biodiversity lands and the neighbouring ALR land.

Presentation summary

1.Semiahmoo First Nation have stated their opposition to this application and that the Consultation requirements have not been met. The plan needs to go back to Surrey, back to the start, but this time with proper and meaningful Consultation with Semiahmoo First Nation.

2. Regional, holistic approach needed. Nature does not create borders, but municipalities do. This "our" and "your" land approach by municipalities goes against the Regional Strategy we should be working towards, to ensure the Region moves forward in a sustainable way to create a better place, more livable than now, not worse.

3. Climate Change should be front and centre of any decisions being made. Measure this against Metro 2050 not 2040 goals.

4. Hazelmere flooding in 2021 was not a natural event but a man-made disaster because of water diversion to the little Campbell River. It will happen again and again, and each new square foot paved over in south Campbell Heights will make it more frequent and more devastating. The salmon will not survive if spawning grounds are constantly washed downstream.

5. Jobs and environment should not be pitted against each other. In the Region there are plenty of opportunities to create jobs in the future in this area, but only one opportunity to do this right. Take heed from the Russian proverb – Measure 7 times cut once.

6. Land planning is the cheapest and most effective way to fight climate change. This application would be a start in the direction of keeping the regional livable. It would demonstrate that "Metro" and Metro Board members are ready to go beyond words and act. We need an aggressive approach **now** against climate change; we cannot afford to wait any longer.

7 Reject and send back to Surrey to take the time to get it right. To allow Surrey to consult with everyone that should have a seat at the planning table, to ensure that all the effects the development would have on the River and the Aquifer are predicted and known.

We should proceed on a safe rather than sorry basis – we cannot afford to get this wrong.

WHITE ROCK AND SURREY NATURALISTS

PO Box 75044 RPO White Rock BC V4A 0B1

Metro Vancouver Regional District Board

Delegation Summary

Re: G3.3 Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey

The Metro Vancouver Vision claims "innovation in providing sustainable regional services that contribute to a livable and resilient region and a healthy natural environment for current and future generations" However, is this true?

A decision to support industrialization of these lands would be contrary to the Vision because Metro Vancouver has developed a strategy for more efficient/intensive use of industrial lands fulfilling the claim of "innovation" within the Vision, yet this strategy stands to be ignored in favour of industrializing an ecologically important area of Surrey rather than use brown fields, rather than use practices that require design changes to warehouses, industrial buildings that would allow for smaller footprints or require commercial services to move to business/commercial sites.

There are valid economic arguments made about securing industrial lands however, there are also valid arguments about securing ecologically important lands as they contribute natural green infrastructure important to the sustainability of all life in the region. Harvesting of food from agricultural lands, supported by green infrastructure, and from our rivers and oceans are also critically important for employment, for our health, our resilience, "and a healthy natural environment for current and future generations." There is a simple, logical point that comes to mind…if our environment can't sustain life then jobs are irrelevant.

Urban wildlife habitat continues to decline at a rapid pace and increasing hard surface developments, such as industrial sites, will only continue to add to that decline. This is extremely important given our position on the Pacific Flyway and the international responsibility we should all uphold regarding it. Less habitat results in wildlife population declines as foraging becomes more difficult. Expecting fewer natural areas to sustain local and migratory wildlife populations requires squeezing wildlife into remaining areas. This has resulted in circumstances impacting local farmers as displaced wildlife move to forage on farmland in larger numbers. The South Campbell Heights lands serve to support the local natural ecology and the nearby agricultural lands. If we had protected more of Surrey's agricultural lands outside of the low lying ALR lands from past developments, then the potential future damage to our local ALR from coastal flooding, resulting from our oceans rising, wouldn't seem such crisis in waiting.

SE Walker
swalker3@shaw.ca

SUMMARY

Presentation to MVRD Board 28 January 2022

Agenda Item G3.3, Urban Containment Boundary extension, Regional Growth Strategy Amendment Bylaw No. 1328 South Campbell Heights, City of Surrey

Deb Jack, President, Surrey Environmental Partners

Surrey Environmental Partners requests that the MVRD Board reject and deny the City of Surrey request to extend the Urban Containment Boundary, Regional Growth Strategy Amendment Bylaw No. 1328 South Campbell Heights City of Surrey.

Does anyone here remember the Annual Sun Salmon Derby? Thousands fished and most were successful (not I the one time I tried). No more derby, not enough salmon due to warmer waters, acidic oceans and other aspects of Climate Crisis.

Climate Crisis impacts are mitigatable. GHGs will increase then hopefully stop but the accumulated CO2, already at 413.2 ppm (2020), could be "eaten" by carbon sinks as this, soaring temperatures modified. U.N. expert advises, "we are way off track and need to revisit industry, transit systems and our whole way of life."(1) No one knows when the tipping point, but it is not time to play "chicken" with decisions. Trade-offs do not apply here, it is really the choice between to advance Climate Crisis and Biodiversity Loss or not.

Dr. E.O. Wilkson determined that the smaller the area of land, the fewer the number of species it could support, (less biodiversity). This 600 acres now contains 22 species at risk, residential and migratory, mature second growth forests of regional value, the Brookswood and other aquifers, a Class A salmon river, TA'TALU/Little Campbell River, (regarded by the Semiahmoo First Nation as a living being, an entity with a life of its own therefore confirmation and assurance of its health and well-being is of paramount importance). The area satisfies criteria for a Regional Park

Encompassing the variety of habitats, it would demonstrate more equitable distribution of regional parks being in South Surrey and would satisfy increasing requirements of present and future expanding population's demands for contact with nature, especially during such events as COVID pandemic.

Conserving it as is complies with regional plans to deal with Climate Change/Crisis. Climate scientists have been saying it is the last stroke of 12 and weather as this past year with heat domes, great rains, flooding, etc, are expected to be more severe over time. 'The health of our region's ecosystems is deteriorating and is vulnerable to further degradation especially with changing climate.' We are running out of suitable and accessible lands regionally.

The critical importance of biodiversity is increasingly recognized by economists. "Nature is a blind spot in economics, we ignore it at our peril…we are not separate from it, Nature therefore is an asset…, Simple truth, our economies are embedded within Nature not external to it. Biodiversity is declining faster than at any time in human history," (2) "We need to place

greater value on sustainability and biodiversity-the precondition to solving the twin crises of biodiversity and climate".(3)"Simple and terrifying proposition, humanity is destroying the life support system of planet earth".(4) David Suzuki, "We humans seem to be determined to fuel our own demise through unsustainable exploitation and destruction of the natural world that makes human life and flourishing possible…As the top predator, we're one of the species most vulnerable to extinction."(5) Putting it in a 2050 context when the disastrous worldwide decline in insects has become catastrophic: I tell people, the only thing that needs humans to survive are the biomes in and on our bodies, whereas humans require all of the globe's other species, terrestrial, riverine and marine biodiversity and habitats. Extending the UCB will contribute to Climate Crisis: roads, buildings, parking lots causing heat sinks, 15-20,000 no transit commuters producing GHGs and deadly ground ozone, killing of trees, destroying open/meadow areas all of which are at least carbon sinks, not least of their public services.

Mayor McCallum wrote he supported the 2018 Metro decision not to extend the UCB which he "strongly believed in", "our position will not change"; his strategy included preserving nature, he and associates would support a regional park in the study area and any alternative was "dumb". This plan could be seen as flip-flopping and the reverse of his mantra "promises made, promises kept." This proposed UCB extension is sprawl of the worst type and would serve as a precedent. Leaking further into rural areas, setting them up for speculation and worse sprawl.

You do not have fulsome and up-to-date environmental, etc. assessments, evaluations, and impact determinations. Any decisions have not, therefore, been totally evidence-based. Without, we wind up having decision-based evidence from staff to justify political decisions or promises. (6) And what is also most seriously missing is a full layout showing where roads, infrastructure utilities and river crossings will be located along with the further destruction of ecological values within the so-called protected areas you have seen. How many river crossings, what kind, culverts or bridges; how deep and wide utility lines installation. Fragmentation!

Metro has a vision, in part, "…providing sustainable services…a healthy natural environment for current and future generations." To achieve that would seem to require "collaboration and innovation", yet at both the Planning and Board meetings we heard such as 'if we don't give Surrey what they want we won't be able to get it for ourselves later; if Surrey Council passed this, we shouldn't change it', etc. Hardly any regional perspective, little within the context of Climate and Biodiversity Loss Crises. Sounded like 1900s thinking, not informed 21st century. Not reflective of the 2040 Strategic Plan written in 2011 nor of proposals in the draft for 2050. Makes it look as if Metro is greenwashing. Proposed for 2050 is "50% of land for nature" but this is really only an aspirational goal at best, achieving a 'whoops, guess we didn't make this year'. Why is it even proposed? For looks? To whom? If you cannot save this 600 acres, then where will you save? If you will not do it now, later is too late, destruction and devastation will be complete. You have to step up and do the right thing. Why would a mayor and councilors not get muddied in the weeds of environmental questions? We are talking of Climate and Biodiversity Loss Crises, here, not only there. There is no balance, a developer myth, between conserving and developing, it is like Solomon's decision, you split the child in 2, here we kill off much more than half leaving less than the percentage would expect in quality and quantity.

"Canada, along with many other nations around the world, is committed to halt and reverse biodiversity loss by 2030 and ensure full recovery of nature by 2050. Governments and communities across Canada are working to help meet this target."(7) But if the land is covered with buildings, how can it be achieved? Or so little left as to be meaningless - remember Wilson, the larger the area, the greater the biodiversity. 'Piecemeal action won't work, to achieve targets, all targets require integrated action, science and governance working hand in hand'.(7)

If you move the UCB, then what is the meaning of any of your regional strategic plans? Why have boundaries if they are always moveable? If you buy into trade-offs, then what is your attitude toward Climate Crisis – passive acceptance active contribution, what? Remember, Nature bats last and always wins, (5) THERE IS NO PLAN B. (Lately, Jimmy Pattison was reported on CBC to have said, "Suzuki had It right all the time."

Just because you can is no reason to alter the UCB. It was intended to collar sprawl. If you are instrumental in saving this 600 acres, imagine the image it would give the region, and Surrey, a 600 acre urban park, mostly natural area, where remediation of past errors can be implemented and so on. What a wonder and so fitting in the early 21sdt Century, particularly given the immense Climate with Biodiversity Loss and Species Extinction Crises we face. A different approach with innovation is required NOW rather than copying the same old manner of land use planning, with all relevant data presented up front to decision-makers before they make any kind of decision, providing greater transparency and greater opportunity to better fulfill such as Regional Strategic Plans.

This has been tough talk but is reflective of my constituents, frustrated regular citizens who want a healthy flourishing future for themselves, their friends and families now and way into the future.

(1) Secretary-General Taalas, UN World Meteorological Organization
(2) Sir Partha Dasgupta, Nobel Laureate, "The Economics of Biodiversity" for UK gov't Feb 2021
(3) Mark Carney, "Value (Values)" 2021
(4) Graham Saul, Executive Director, Nature Canada, 2021
(5) David Suzuki, 10 December 2021, David Suzuki Foundation
(6) Vancouver Sun, 27/12/2021 (2019 study Institute of Municipal Finance and Governance)
(7) "nature" editorial, 19 January 2022

Respectfully submitted,

Deb Jack, President, Surrey Environmental Partners

dbjaq@telus.net

604-590-3037 (H); 604-996-5400 (C)

To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services,
James Stiver, Division Manager, Regional Land Use Policy, and
Erin Rennie, Senior Planner, Regional Planning and Housing Services

Date: January 7, 2022 Meeting Date: January 14, 2022

Subject: **Comments on the Draft of *Metro 2050* and Proposed Next Steps**

RECOMMENDATION

That the MVRD Board:

a) receive for information the report titled, "Comments on the Draft of *Metro 2050* and Proposed Next Steps," dated January 7, 2022; and
b) direct staff to bring forward the *Metro 2050* bylaw for consideration of 1st and 2nd readings at the February 2022 Regional Planning Committee and MVRD Board meetings.

EXECUTIVE SUMMARY

Metro Vancouver received extensive comments on the draft of *Metro 2050*, the update to the regional growth strategy, which was referred out for a 5-month comment period in July 2021. The vast majority of the comments received are supportive of the vision, goals, and new elements of *Metro 2050*, including the policies related to transit-oriented affordable housing, social equity, climate action, resilience, reconciliation, and environmental protection. There were also questions of clarification and constructive suggestions and editing requests submitted. All comments are attached to this report , together with staff responses and recommended changes (where applicable) to policy language of *Metro 2050*. If changes to *Metro 2050* are not recommended, the rationale is provided.

Metro Vancouver will continue to work closely with member jurisdictions over the next couple of months to work towards resolution of any outstanding issues. However, given a) the degree of overall alignment and support for *Metro 2050* in the comments received, b) the improvements being made as result of the significant input received, and c) the importance of updating the regional growth strategy to advance collective policy action on the significant challenges facing the region including climate change, social equity, and integration with the new Regional Transportation Strategy, it is recommended that the MVRD Board continue to support the timeline for approval of *Metro 2050* so that it can be adopted prior to the upcoming local government election in October 2022.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with the comments received on the draft of *Metro 2050* and staff's response to each comment, and to seek the Board's direction to proceed with to the adoption of the updated *Metro 2050* according to the approved timeline by bringing forward a *Metro 2050* bylaw for consideration in February 2022.

BACKGROUND

At its June 25, 2021 meeting, the MVRD Board referred the draft of *Metro 2050* to member jurisdictions, other stakeholders, and the public for comment over a 5-month period (Reference 1). The comment period closed on November 26, 2021, and this report summarizes and conveys all comments received, presents proposed changes to *Metro 2050* to respond to comments received (where applicable), and seeks direction to proceed with the approvals process by bringing forward a *Metro 2050* bylaw in February 2022 for consideration of 1st and 2nd reading.

METRO 2050

In 2019, the MVRD Board approved the scope of the update to the regional growth strategy to: build on the successes of *Metro 2040*; integrate with the update to the Regional Transportation Strategy; and improve the federation's response to critical issues facing the region including climate change, social equity, and housing affordability (Reference 2).

As a reminder, engagement on the update to the regional growth strategy has been underway since June 2019 and has been following the Board-approved *Metro 2050* Engagement Plan. Phase 1 of engagement was based on 11 policy reviews where member jurisdictions and many others took stock of what was working well in *Metro 2040* and where the gaps were, and collectively identified opportunities for the strategy to better support member jurisdictions and the region in their planning. The policy recommendations that resulted from the policy reviews were endorsed by the Board and distributed to member jurisdictions late in 2020. These recommendations formed the basis for developing the new and amended content of *Metro 2050*.

RECENT ENGAGEMENT EFFORTS (JAN-NOV 2021)

At its October 29, 2021 meeting, the MVRD Board received a report summarizing recent *Metro 2050* engagement efforts (Reference 3). The engagement activities described in that report fulfill the commitment set out in the Board-approved *Metro 2050* Engagement Plan (Reference 4) as well as providing additional and adjusted engagement opportunities emerging from the pandemic and reconciliation efforts. In summary, engagement activities during 2021 included:

- 6 meetings of the *Metro 2050* Intergovernmental Advisory Committee
- An intensive 4-month Goal-by-Goal drafting and revision process with the IAC (member jurisdictions +)
- A similar Goal-by-Goal review process with the Regional Planning Committee over 5 months
- 3 Summer Policy Working Group Meetings (focusing on specific new policy directions)
- Development of Engagement Agreements with local First Nations
- 2 First Nation Working Group Meetings
- 3 Virtual Open House Sessions jointly-hosted by municipalities
- A social media promotional strategy including new videos and paid publicity
- 25 Council and Board presentations / workshops to signatories to the regional growth strategy on the draft of *Metro 2050*, including member jurisdictions, adjacent regional districts, and the TransLink Board
- October 19, 2021 Public Webinar
- October 26, 2021 Webinar with TransLink hosted by the Urban Development Institute
- Many presentations and meetings with Planning, Engineering, and other staff groups at member jurisdictions and other organizations in the region

- 52 Online Feedback Forms received from members of the public.

COMMENTS ON *METRO 2050*

Staff extend their gratitude to member jurisdictions, First Nations, Provincial staff, other regional agencies and organizations, and members of the public who took the time to provide constructive feedback to improve *Metro 2050.* This feedback has helped to make *Metro 2050* a strong and effective plan for managing anticipated growth to the region into the future in a way that reflects the federation's values and that provides a collective response to the critical issues facing Metro Vancouver.

Comments Received

Through the comment period, Metro Vancouver received written comments from 22 of Metro Vancouver's member jurisdictions, TransLink, the Province, the two adjacent Regional Districts, three local First Nations, the two health authorities, other agencies and organizations, and 65 comments from members of the public. All of the written comments received are included in Attachment 6. All of the comments have been recorded in a *Metro 2050* Issue-Response Table and a response to each comment received is provided (Attachment 1, 2, 3, 4, and 5). The comments that resulted in recommended changes to *Metro 2050* are noted as is any recommended revised language, and where a change is not recommended, a rationale is provided.

Areas of Support

A significant majority of comments submitted were supportive of the updated regional growth strategy's vision, goals, and new elements. The highest level of support was for the policies in Goal 1 around containing and structuring growth and Goal 4 around greater focus on affordable housing, particularly near transit. Specifically, consensus of support focused on the proposed policies pertaining to:

- linking land use and transportation planning through the Major Transit Growth Corridors;
- Urban Centre and Frequent Transit Development Area growth targets;
- infill development in transit-oriented neighbourhoods;
- compact, complete communities and transit-oriented development;
- policies on greater engagement with and integration of local First Nation planning and interests;
- ecosystem protection with an emphasis on urban tree canopy cover expansion;
- ongoing protection of agricultural lands;
- equity, social issues, and addressing the needs of vulnerable populations;
- resilience and focus on flood risk and other natural hazard mitigation;
- rental and affordable housing policies including targets;
- climate actions, including greenhouse gas reduction targets and actions; and
- advocacy actions to other levels of government particularly for housing affordability and income assistance.

In addition, the vast majority of members, in expressing support for the update to the regional growth strategy, noted that *Metro 2050* successfully builds on the existing regional growth strategy, advances

collective action on the critical issues facing the region, provides the opportunity for needed coordinated policy responses, and is aligned with member jurisdiction strategic priorities and policies.

Areas of Mixed Support and Concern

Beyond the support noted above, many of the other comments were enquiries related to clarification of the proposed policies. Metro Vancouver staff have been working closely with member jurisdiction staff to provide the required clarification on the proposed policy changes. While there are some areas of concern, they are not consistent across the comments received. They include the following areas:

- the addition of Frequent Transit Development Area Sub-Types – there were a number of comments that this provision added too much complexity to a regional plan;
- the regional affordable housing target and its implementation – several members expressed concerns over the 15% target, with some noting it is too ambitious and others noting it is not ambitious enough; there were many requests for clarity on this and the other new aspirational regional targets; and
- enabling flexibility for limited residential uses on lands with an Employment regional land use designation – concerns expressed about the 200m limit around rapid transit stations, with some members stating that the distance is not large enough, while others identified it as too permissive with concern that it would negatively impact Employment land supply. Several members asked for greater clarity on the type of residential uses to be permitted, and to ensure it is an optional policy, not required.

In addition to comments on the *Metro 2050* goals, strategies, and policy actions, there were also more general comments, including some that are beyond the scope of *Metro 2050*. Stemming from two members, the District of North Vancouver and City of Coquitlam, these comments primarily relate to:

- challenges with the scope, timeline, and sufficiency of engagement of the *Metro 2050* process;
- concerns about the balance between local autonomy and the federation's involvement in land use planning;
- concern about the expansion of scope of the regional growth strategy to include references to local planning matters;
- a desire to both include stronger policy directions to limit office development in the Metro Core and direct it to other Regional Centres and to limit expansion of rapid transit infrastructure to parts of the region with an aim to addressing existing congestion, while at the same time expressing concern about regional overreach; and
- concern about Metro Vancouver's capital infrastructure financing.

In addition, the City of Surrey did not submit comments within the 5-month comment period. Board Chair Dhaliwal, the CAO, and the General Manager of Regional Planning and Housing Services presented the draft of *Metro 2050* to Surrey's Mayor and Council on October 18, 2021. Council received a report with staff comments shortly after, but referred it back to staff to add additional comments. Then on December 20, 2021, Surrey Council passed the following resolutions:

That Surrey Council request that Metro Vancouver allow additional time for Surrey Council to review and fully understand Metro Vancouver's draft Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and

To assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

In response to the resolutions, Metro Vancouver staff has been working with Surrey staff to schedule the workshop with Council as soon as feasible. In addition, Metro Vancouver staff have met with District of North Vancouver and are meeting with Coquitlam staff to work through any outstanding areas of concern. Board Chair Dhaliwal and Regional Planning Committee Chair Cote also met with District of North Vancouver elected officials to discuss concerns. Metro Vancouver remains committed to collaborative discussions with all member jurisdictions to ensure that the final version of *Metro 2050* best serves the membership's collective aspirations for managing growth anticipated to the region in a way that reflects the values of the federation, and will continue to work closely with members over the next couple of months to bridge any remaining gaps.

REVISIONS TO *METRO 2050*

The majority of the revisions to *Metro 2050* resulting from the comment period are minor and primarily to provide clarification. However, staff note that there are a number of changes that were requested by multiple member jurisdictions that are more substantive. They are as follows:

1. **Removal of the Frequent Transit Development Area Sub-Types:** The draft *Metro 2050* included the addition of two FTDA sub-types called Corridor FTDAs and Station Area FTDAs. This addition had been endorsed through the Urban Centre and FTDA Policy Review and had been designed to reflect the fact that urban form should be tailored to the transit service level and local context. However multiple comments pointed out that these sub-types added too much complexity and confusion to the FTDA growth framework with little benefit to member jurisdictions. Instead of sub-types, the revised *Metro 2050* include guidance notes encouraging members to tailor the urban form of an FTDA to suit the transportation service provided.

2. **Additional content related to Indigenous perspectives and priorities:** Comments submitted by local First Nations and others identified multiple ways that *Metro 2050* could better reflect Indigenous perspectives and priorities for regional planning. Many of these suggestions have been integrated while others require further study and engagement, which may result in minor amendments to the regional growth strategy in the future.

3. **Refinement of the Regional Affordable Housing Target:** Policy Actions 4.2.3 and 4.2.7 a) have been reworded to provide greater clarity to member jurisdictions, emphasizing that the target is intended to be measured at a regional scale, and not applied to individual municipalities, individual developments, or individual Urban Centres or FTDAs and that each community contributes towards the regional target. Additional analysis is required to fully understand the best monitoring approach for measuring progress towards this target. The development of this monitoring approach will be undertaken in close coordination with member jurisdictions.

4. **Refinement of policy 2.2.9 d) vi) allowing limited residential uses on Employment lands:** This Policy Action received a variety of comments from the public, stakeholders, and members across the region. Given this, Policy action 2.2.9 d) vi) has been revised to provide greater clarity, emphasizing that considering flexibility to allow residential uses on Employment lands adjacent to rapid transit stations is an option for member jurisdictions, not a requirement.

PROCEEDING WITH *METRO 2050* TIMELINE FOR APPROVALS

As noted in this report, the large majority of comments received on the draft *Metro 2050* were supportive, and staff greatly appreciate the constructive comments that have resulted in changes to *Metro 2050* to provide greater clarity. Regarding the concerns raised by member jurisdictions that are less related to the policies of *Metro 2050* itself and more about the relationship between Metro Vancouver and its members, Metro Vancouver will continue to work closely with those members to attempt to resolve remaining issues over the next couple of months.

As part of the approvals process, the *Local Government Act* provides a number of tools to support the federation in reaching agreement on the adoption of a regional growth strategy. Once the bylaw has been initiated, and *Metro 2050* is circulated for acceptance, affected local governments have 60 days to either accept or refuse to accept the regional growth strategy. If an affected local government refuses to accept the regional growth strategy, its objection must note the specific provisions to which it objects. All affected local governments are entitled to participate in a non-binding resolution process to resolve an objection or anticipated objection.

Staff have heard from the MVRD Board the desire to strive for adoption of the update to the regional growth strategy within this local election cycle, and given the information above, are seeking direction to continue with the approvals process and to bring forward the *Metro 2050* bylaw to the February Regional Planning Committee and Board meetings for consideration of 1st and 2nd reading.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the report titled, "Comments on the draft of *Metro 2050* and proposed next steps," dated January 7, 2021; and
   b) direct staff to bring forward the *Metro 2050* bylaw for consideration of 1st and 2nd readings at the February 2022 Regional Planning Committee and MVRD Board meetings.

2. That the MVRD Board:
   a) receive for information the report titled, "Summary of Comments on the Draft *Metro 2050* and proposed next steps," dated January 7, 2021; and
   b) amend the timeline for updating *Metro 2050* and delay the approvals process to allow outstanding concerns to be addressed.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, Metro Vancouver will advance the approvals process for *Metro 2050* and strive to complete the update within this local government cycle (i.e. prior to October, 2022). *Metro 2050* will be updated in accordance with the recommendations in the Issue-Response Table (Attachment 1, 2, 3, 4, and 5) and staff will bring forward the *Metro 2050* bylaw for consideration of first and second reading at the February 2022 meetings of the Regional Planning Committee and MVRD Board. Costs associated with the adoption of *Metro 2050* including the required public hearing are included in the approved 2022 Regional Planning budget.

If the MVRD Board chooses Alternative 2, *Metro 2050* will not be completed within the Board-directed timeline. The *Metro 2050* timeline will be revised based on Board direction. This will mean that the update will not be completed within this local election cycle, and will result in a delay of at least 12-18 months, as well as additional resources being dedicated to the regional growth strategy update by both Metro Vancouver and member jurisdictions. Approved research and policy projects for 2022 will likely need to be deferred.

CONCLUSION

Metro Vancouver has received, reviewed, and responded to over 900 comments on the draft of *Metro 2050*. Many of these comments include suggested improvements to *Metro 2050* text. Attachments to this report provide details on recommended changes (if applicable) in response to those comments. In general, the comments received on *Metro 2050* indicate support for the vision, goals, and new directions contained in *Metro 2050*.

Overall, there is support for *Metro 2050*, and many of the requested revisions have been applied, and therefore staff recommend Alternative 1, to proceed with the adoption process for the *Metro 2050* bylaw. Staff will continue to work closely with member jurisdictions with remaining issues to be resolved over the next couple of months. There are additional measures to allow for additional input including through the required public hearing.

Attachments *(49784489)*

1. *Metro 2050* Issue-Response Table - Signatory
2. *Metro 2050* Issue-Response Table – Non-signatory IAC
3. *Metro 2050* Issue-Response Table – Organizations
4. *Metro 2050* Issue-Response Table – First Nations
5. *Metro 2050* Issue-Response Table – General Public
6. Comment Letters and Emails Received on the July Draft Version of *Metro 2050*
7. Additional Edits Recommended by Metro Vancouver Staff

References

1. Draft *Metro 2050*: Referral for Comment, Staff report dated May 25, 2021
2. Towards *Metro 2050*: Updating Metro Vancouver 2040: Shaping our Future, Staff report dated March 28, 2019
3. *Metro 2050* Q2 / Q3 2021 Status Update, Staff report dated September 29, 2021
4. *Metro 2050* Engagement Plan, Staff report dated August 15, 2019

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Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Burnaby	A	n/a	Metro 2050 would benefit from acknowledging that all levels of government have responsibilities to address and implement the Truth and Reconciliation Calls to Action, and give due consideration to those Calls which may impact key stakeholders noted in Metro 2050, such as Call 92 and its role in economic development. Metro 2050 also lacks any acknowledgement of how it will address growth while working with First Nations to protect and preserve Cultural and Historical Heritage.	Recommend adding a note on page 2 acknowledging that all levels of government have responsibilities to implement the Truth and Reconciliation Calls to Action.	Add to page 2: "Metro Vancouver acknowledges that all levels of government have roles and responsibilities with regards to the implementation of the Truth and Reconciliation Calls to Action."
SLRD	A	n/a	The SLRD Board welcomes opportunities to advocate in collaboration with Metro Vancouver to Provincial and Federal governments on areas of shared concern, particularly housing, transportation and climate change.	Thank you for your comment.	No changes required.
City of Richmond	B	General	Suggested Change: The Geographic Context section highlights the socio-economic significance of our geography. Add a reference to the ecological significance of our geography including biodiversity. Reason: The lower mainland is an important global hub for wildlife and biodiversity. For example, it is an essential stop for migratory birds on the Pacific Flyway. And the Fraser River is one of the world's most significant salmon rivers. Regional growth can have important impacts on these globally significant ecosystems.	Support adding reference to the ecological significance of the region to the Geographic Context.	Add reference to the ecological significance of the region to the Geographic Context. Add: "Metro Vancouver is a globally important ecological hub. It is an essential stop for migratory birds on the Pacific Flyway, and the Fraser River is one of the world's most significant salmon rivers."
City of Richmond	B	General	Suggested Change: Consider an up-front section like Section A Sustainability Framework and Section B Scope and Linkages to Other Plans in Metro 2040 to better situate the RGS within the scope of Metro Vancouver's roles. In particular, a diagram and/or table mapping the links between the RGS and other key Metro Vancouver strategies and plans would be helpful for users whose focus is not land use and transportation. Reason: Improve communication about how Metro 2050 fits with Metro's regional role as a whole.	Support adding a graphic situating Metro 2050 in with the other Metro Vancouver management plans.	Add the standard graphic depicting all of Metro Vancouver's management plans to page iv.
City of Richmond	B	General	Challenges and Opportunities - Suggested Change: Strengthen "Accommodating Growth…" by simplifying technical phrases and instead framing as "shaping" or "guiding" growth and density so that it creates benefits. Also consider broadening this statement so that it's not just about regional planning. "Ensuring housing for all" – consider starting the paragraph with the statement about extreme pressure, instead of placing it in the middle of the paragraph. Reason: Acknowledge local planning's influence better; make framing more impactful, and positive where appropriate; connect major points to strengthen the overall framing.	Support revising the "Accommodating Growth" section on page 5 to include mention of the "shaping growth" role of regional planning.	Revise 3rd sentence in "Accommodating Growth…" to read "By carefully shaping and structuring growth and ensuring the right diversity of land uses, regional planning can…"
City of Richmond	B	General	Challenges and Opportunities - Suggested Change: Improving Accessibility and Mobility and Reducing Congestion: suggest change to "Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means." Reason: "…and other means" seems weak/vague and the wording is not consistent with the typical declaratory sentences in the document.	Support revising this language.	Revise the sentence to read "Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other ~~means~~ tactics for promoting sustainable modes of transportation."

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Richmond	B	n/a	Strengthen discussion of social equity - Richmond supports the integration of social equity considerations into the Metro 2050 draft and believes it can be further strengthened. As drafted, Metro 2050 provides a definition of social equity as "the promotion of fairness and the removal of systematic barriers that may cause or aggravate disparities experienced by different groups of people" and goes on to provide examples, including socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues. While the draft mentions social equity in some of the strategies, it does not identify the barriers to be removed, and does not offer concrete policies to address these barriers. In addition, some of the goals and strategies contained in the document address age, income and ability, but they do not address other key equity-related issues, such as ethnicity, race, gender and indigeneity, which affect an individual's experience of life in a community and their economic potential. The document also talks about a strong sense of neighbourhood identity, social connection and community resilience, and inclusion, but does not offer tangible solutions beyond accessing housing. Finally, universal accessibility is an important element of equity in relation to the physical design of our homes, workplaces and public spaces, and should be addressed more fully. There are likely many oppo1tunities to strengthen the social equity lens with this review in mind. Given that the scope of the regional growth strategy is primarily physical development, the most obvious opportunity to address barriers and identify solutions would be to incorporate policies for both Metro Vancouver and member jurisdictions to apply a broadly inclusive equity lens to physical planning and design. This would consider ethnicity, race, gender, age, indigeneity, disability, class and other issues and would apply to private and public spaces of all kinds. Perhaps most importantly, it would apply to the planning and design process. Rather than suggest specific changes, Richmond suggests that Metro Vancouver review the Metro 2050 draft holistically and consider how to further strengthen the social equity lens throughout.	Metro 2050 will be reviewed post-adoption from the perspective of social equity, and if appropriate, amendments may be proposed or other recommendations made to enhance equity outcomes.	No changes required.
City of Richmond	C	General	Responding to the Challenges: Metro 2050 Goals Suggested Change: The second sentence under Goal 3 could be written in a similar way to the first sentence, as a vision of the future. Reason: Stronger and more clear	Thank you for your comment.	No changes required.
City of Richmond	D	General	Growth Projections Suggested Change: Change “Once defined by member jurisdictions…” to “Once they have been defined by member jurisdictions…” Reason: More clear	Support this minor wording change to provide greater clarity.	Change “Once defined by member jurisdictions…” to “Once they have been defined by member jurisdictions…”
Port Moody	D	n/a	Port Moody Council supports policies to strengthen Urban Containment Boundaries.	Thank you for your comment.	No changes required.
CNW	D	n/a	We would suggest there is a conversation to be had around distributing growth appropriately throughout the region. New Westminster has been consistently growing, and has consistently sought to show leadership in supporting and advancing development proposals that put market and non-market residential growth in the right places. Council encourages Metro Vancouver to consider strengthening the regional plan by reverting back from sub-regional to municipal scale projections for population, housing and employment.	Providing growth projections for population, housing and employment at a member jurisdiction scale will continue to be one of Regional Planning's core services. Projections have been prepared based on a model that uses past trends, demographics, planned and designated capacities, and they have been vetted with each member jurisdiction. The projections are not targets and provided to members, TransLink, utilities and others to support capital infrastructure, transportation, housing, and community planning. Projections will be available on the Metro Vancouver website and will be updated annually.	No changes required.
CNW	D	n/a	Council also supports identifying these growth estimates as targets in the RGS. We see a role for regional plans to hold municipalities accountable to regional goals.	Population, housing and employment projections are not targets, but rather a reference provided to member jurisdictions, Metro Vancouver's utilities, TransLink and others to assist in long-range land use and infrastructure planning. The RGS does not target growth, but rather seeks to ensure we can accommodate anticipated growth in a way that reflects the federation's values. The plan does have targets for directing that growth to Urban Centres and transit corridors.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
CNV	D	n/a	Within the draft Metro 2050 document, the City was pleased to see definition and clarity regarding the projections versus targets and that detailed municipal information would still be provided on an annual basis. Having regional targets that are both measurable and aspirational will ensure that, as a region, we are moving in the right direction.	Thank you for your comment.	No changes required.
City of Delta	E - Goal 1	1.2	Delta will advise Metro that it intends to seek designation of Scott Road as a frequent transit development area with its submission of a revised Regional Context Statement. It is also recommended that Delta ask Metro to give further consideration to designating other parts of Delta as urban centres to recognize the City's objectives for medium and higher density land use in the North Delta Area Plan.	Thank you for your comment.	No changes required.
Langley City	E - Goal 1	1.2	Table 3 adds new urban centre and Frequent Transit Development Area categories to the RGS. In the City's view, the proposed framework of centres and overlays is unnecessarily complex for a regional plan. In this light, each new category reduces clarity and weakens the City's preferred emphasis on Regional City Centres which have provided the foundation for regional planning policy in Greater Vancouver since the 1970's.	Support removal of the new FTDA subtypes from Metro 2050. Instead of the proposed "Corridor FTDAs" and "Station Area FTDAs" there will simply be "FTDAs", which is the Metro 2040 status quo.	Remove all references to Corridor FTDAs and Station Area FTDAs.
TransLink	E - Goal 1	1.2	*Complexity of the growth hierarchy* While TransLink remains supportive of the new MTGC tools to help direct growth, we are also cognizant of concerns that the new hierarchy and tools may undermine the power of simplicity of earlier iterations of the RGS. Some municipalities have voiced concerns over the complexities of identifying MTGC's, then designating FTDA's within the MTGC's. Similarly, an additional layer of hierarchy is being created with the high growth municipal town centres. TransLink will continue to work with Metro Vancouver through the ongoing Metro 2050 staff working groups to help address these concerns to ensure that the growth hierarchy remains understandable and effective.	Support removal of the new FTDA subtypes from Metro 2050. Instead of the proposed "Corridor FTDAs" and "Station Area FTDAs" there will simply be "FTDAs", which is the Metro 2040 status quo.	Remove all references to Corridor FTDAs and Station Area FTDAs.
TransLink	E - Goal 1	1.2	*Incentivizing the designation of Frequent Transit Development Areas* Metro Vancouver staff have noted that the uptake of the FTDA designations by the municipalities has been somewhat limited in the past. The new MTGC and FTDA framework may not provide enough incentives for municipalities to expedite the designation of FTDA's, and TransLink encourages the exploration of further tools and incentives. TransLink has adopted certain practices that confer benefits on FTDA's. A primary example of this is that local government projects aimed at improving walking access to transit (e.g. new sidewalks, improved street crossings) in areas of regionally significant growth that are identified in the RGS, including Urban Centres and FTDA's, are eligible for up to 75% cost share funding from TransLink. Incentivizing the adoption of FTDA's is an area that would benefit from further discussion and refinement.	Thank you for your comment. Metro Vancouver looks forward to working with TransLink to identify additional incentives for FTDA identification.	No changes required.
CNV	E - Goal 1	1.2	The added clarity and consistency for the Urban Centres and FTDAs framework is helpful and further supports growth in the most appropriate areas. However, additional conversations are needed on the distribution of growth throughout the Region. In some areas, growth is potentially being directed to locations where necessary services or transit options are not sufficiently planned or provided for. This runs a risk of increased car dependency and/or dilution of resources and supports. In other cases, including on the North Shore, known areas where future growth is being actively contemplated are not currently considered by the RGS.	Metro 2050 provides a framework for directing growth to transit-oriented centres and corridors across the region. It is noted that TransLink's investment plans are required to be consistent with the adopted RGS so the connection between concentrated transit-oriented growth and service levels will continue to improve throughout the region over time. Members can avail themselves of the amendment process if changes are requested over the coming years.	No changes required.
City of Richmond	E - Goal 1	1.3	Suggested Change: Change "Creating complete communities… allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood." to "Creating complete communities… allows residents of all ages and abilities to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood." Reason: Inclusive of the needs of people with all kinds of physical and cognitive disabilities	Support adding "residents of all ages and abilities" to the strategy preamble.	add "residents of all ages and abilities" to the strategy preamble.
City of Richmond	E - Goal 1	1.1.10	Suggested Change: Consider reference to Transport 2050 and existing/future transport area plans like SWATP. Can also include transit service expanded to other land uses such as industrial employment centres and other high generator areas. Reason: Clarify TransLink's role in planning for compact urban form	Support a minor wording change to provide greater clarity of TransLink's role.	Change "plan for" with "support".

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Burnaby	E - Goal 1	1.1.3, 1.1.5, 1.1.9 c)	A natural hazard risk assessment must be in place before Metro Vancouver will approve any regional sewer applications. Metro Vancouver will develop guidelines on their specific requirements. Staff suggest extending these actions to water services.	Support extending 1.1.9c to include liaising with Water Services.	Add "and Water Services" to 1.1.9c.
City of White Rock	E - Goal 1	1.1.4	The City of White Rock encourages Metro Vancouver to explore opportunities to enhance interregional transportation through improved public transit service and the use of established railway networks.Over the long term there may be merit in exploring the feasibility of defining a Frequent Transit Development Area along North Bluff Road (16 Avenue), between Johnston Road (151 Street) and Stayte Road (160 Avenue), as this arterial roadway serves access to the Peach Arch Hospital and is positioned between areas of planned growth in the City of Surrey and White Rock.	Thank you for your comment.	No changes required.
FVRD	E - Goal 1	1.1.4	FVRD supports collaboration on interregional transportation connections. There are priority transportation infrastructure projects for the FVRD, such as the announced expansion of Highway 1. Collaboration is needed to support the interregional and interprovincial movement of people and goods.	Thank you for the supportive comment. Metro Vancouver looks forward to continuing to work with the FVRD and SLRD on matters that have cross boundary implications.	No changes required.
Maple Ridge	E - Goal 1	1.1.9d)	In response to policy 1.1.9 d), Maple Ridge requests Metro Vancouver advocacy to NAV Canada to increase the aircraft height above 3000 ft for Practice Areas 185 and 188, and to consult with Maple Ridge should any further changes to Maple Ridge's air space be considered.	This suggestion is beyond the scope of Metro 2050, and has therefore not been studied or discussed as part of the update.	No changes required.
Coquitlam	E - Goal 1	1.2.1, 1.2.16, 1.3.6	The continued concentration of employment In the Metropolitan Core increasingly means longer commutes, more congestion, and higher levels of air pollution. This works against other goals identified in Metro 2050. Language within the regional growth strategy (For instance, 1.2.1,1.2.16, and 1.3.6) should more aggressively support employment in other Urban Centres in the region In tandem with supporting community services and amenities. This would enable more efficient usage of transportation and other infrastructure In support of regional goals.	Support revising policy 1.2.1 to include reference to Invest Vancouver and to mention economic development tools.	In policy 1.2.1. revise to read: “Through its Regional Planning and Invest Vancouver functions, explore, with…the use of financial and economic development tools…”
City of Vancouver	E - Goal 1	1.2.12, 1.2.24 b) v), 1.3.7 f),	Transit-oriented development in the region has not always been delivered in an equitable way that is accessible to people of diverse incomes and identities. Staff suggest the inclusion of social impacts/mitigation of displacement in implementation guideline with an opportunity to link to Strategy 1.3.7 f). Staff also suggest that the implementation guidelines themselves could address how municipalities can direct growth near transit but off of arterial roads and consider the impacts of “air quality, noise, and vibration mitigation strategies for new residential and commercial buildings This would also be valuable as an update to the Health Impact Assessment tool.	Thank you for your suggestion about Implementation Guideline content.	No changes required.
DWV	E - Goal 1	1.2.16	Institutional land is identified and informed by planning analyses and is supported by the assessment of demand by school, health and other authorities. Opportune land investments and partnerships are leveraged to enable the siting of institutional land uses and affordable or supportive housing developments. Due to the high cost of land in key growth areas, affordable and supportive housing is especially reliant on existing land inventories held by municipal, Provincial, or non-profit agencies, wherever these are located; in addition to any other opportunities for new acquisitions, funding or development. With 30.7% of West Vancouver renter households in core housing need, the provision of affordable and supportive housing is necessary, wherever it can be delivered. Affordable and supportive housing developments, schools, and health care facilities located across the District serve the needs of residents inside and outside of centres, with senior government investments playing a vital role in their delivery.	Please note that this policy relates to government facilities that are likely to have a "major" impact on the transportation system. Recommend revising 1.2.16 to make it clear that affordable and supportive housing is supported in all transit-oriented locations.	Revise 2nd sentence in 1.2.16 so that it reads "This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, and public-serving health care service facilities. Advocate that government-owned or funded affordable or supportive housing developments be located in areas with good transit access.”
City of Richmond	E - Goal 1	1.2.16	Suggested Change: This includes “government owned or affordable supportive housing developments”. Consider a specific reference to housing developments for seniors including all ages multi-unit housing with a high concentration of seniors. Reason: More clear: as there is no definition of supportive housing, a reader could think it is narrowly defined and does not include seniors’ housing.	Thank you for your comment; however this level of detail is not necessary in a strategic land use/growth plan. Supportive housing is a common term that is inclusive of senior's housing.	No changes required.
City of Richmond	E - Goal 1	1.2.2	Suggested Change: Consider addition of other land uses (industrial, business parks, regional attractions, etc.) Reason: More complete	The intent of this policy is not to refer to land uses - Urban Centres, FTDAs, and MTGCs are not land use designations.	No changes required..

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Pitt Meadows	E - Goal 1	1.2.22	Include policy language in Metro 2050 that Metro Vancouver will advocate to federal regulators regarding air quality issues that are a result of rail transportation activities.	This request is consistent with Metro 2050 policy 1.2.22. No further change is required.	No changes required.
City of White Rock	E - Goal 1	1.2.23	Re: Policy 1.2.23, White Rock encourages the region to advocate towards the definition of land use standards and guidelines which will help protect public interests, particularly as they relate to land use along railway corridors.	Thank you for your comment. If there is interest from member jurisdictions, Metro Vancouver may undertake future research in this area.	No changes required.
Maple Ridge	E - Goal 1	1.2.24	Maple Ridge requests the following edit in bold for draft policy 1.2.24: Member Jurisdictions will: 1.2.24 Adopt Regional Context Statements that: b) Include policies for Urban Centres and Frequent Transit Development Areas that: City of Maple Ridge iv) consider · reducing residential and commercial · parking requirements 'in Urban Centres and Frequent transit ·Development Areas and consider the use of parking maximums; viii) focus infrastructure and amenity investments (such as ·public works and civic and recreation facilities) in Urban Centres and Frequent ·Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors and other key neighbourhood locations;	Not supportive of this proposed alternative language as it overly softens the policy actions. However, support slightly revising 1.2.24 b) iv) to read "support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums."	Revise 1.2.24 b) iv) to read "support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums."
City of Richmond	E - Goal 1	1.2.24 (b) (iii)	Suggested Change: Change to “encourage office development to locate in Urban Centres” Reason: More clear	Support revising text to read “encourage office development to locate in Urban Centres”	Revise text to read “encourage office development to locate in Urban Centres”
City of Richmond	E - Goal 1	1.2.24 (b) and similar, e.g. 1.3.7	Suggested Change: Change language requiring municipalities to “include policies that…” to a consistent format for Regional Context Statement requirements, e.g. “identify policies and actions that …” as used elsewhere in the draft. Reason: More consistent with the purpose of a Regional Context Statement	Support revising 1.2.24 b) and 1.37 to replace "include policies that…" with "include policies and actions that…" to make it more consistent with other Metro 2050 policy actions.	revise 1.2.24 b) and 1.37 to replace "include policies that…" with "include policies and actions that…"
Port Moody	E - Goal 1	1.2.24 (b) x	Consider rewording to make more clear/less awkward.	Support removing the phrase "and only within 200 m of rapid transit stations, consider residential uses…upper floors." from 1.2.24 b) x) as it is redundant and duplicative of 2.2.9 d) vi).	Remove the phrase "and only within 200 m of rapid transit stations, consider residential uses…upper floors." from 1.2.24 b) x) and revise so that it reads: "consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial."
Port Moody	E - Goal 1	1.2.24 (d)	Clarify whether “non-residential Major Trip Generating uses” would include parks or other regional destinations (e.g. Brewers Row).	Metro 2050 asks member jurisdictions to define Non-Residential Major Trip Generating Uses in their Official Community Plans. Metro 2050 includes a minimum list of uses that must be part of that definition, but a member may add uses to their definition. If a member wanted to define parks as a Non-Residential Major Trip Generating Use it would be at their discretion.	No change required
City of Richmond	E - Goal 1	1.2.24 (d)	Suggested Change: Change to “demonstrate consistency with the definition of non-residential “Major Trip Generating Uses” used by Metro Vancouver” Reason: More consistent with purpose of a Regional Context Statement	Do not support this change because Metro Vancouver does not have a definition of Major Trip Generating Uses. It was intentionally kept more general so that it could be interpreted by the member jurisdictions in the local context.	No changes required..
DWV	E - Goal 1	1.2.24 b) iv)	District Council has adopted residential parking reductions in response to a Climate Emergency Declaration. Commercial parking reductions for new development in the District’s primary commercial hub (Ambleside Municipal Town Centre) may negatively affect parking supply.	Reducing commercial parking requirements in Urban Centres is long-standing policy carried forward from Metro 2040.	No changes required.
DWV	E - Goal 1	1.2.24 b) viii)	Municipal infrastructure and amenities are essential both inside and outside of our Urban Centre (Ambleside). Life-cycle replacement and maintenance of roads, water, and sewer system infrastructure allows the District to respond to necessary standards of safety, health, and environmental protection, and facilities serve our population’s needs for amenities. As such, investments in public works are required where necessary, not just in Urban Centres, FTDAs, and MTGCs.	This policy does not preclude infrastructure investments outside of Urban Centres, FTDAs, or MTGCs. The intention is to focus investment in these locations to support their role as the locations that will accommodate regionally-significant levels of growth.	No changes required.

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City of Richmond	E - Goal 1	1.2.24(b)(iv)	Suggested Change: In policies for Urban Centres and Frequent Transit Development Areas, include transportation demand management (TDM) and promotion of other mobility options. Reason: Support decreased demand for parking and support active transportation modes.	Support adding a reference to the desired outcome of mode shift to policy 1.2.24(b)(iv).	Add to the beginning of subsection to 1.2.24 (b)(iv) that reads "support modal shift by establishing or maintaining reduced residential and commercial parking..."
City of Richmond	E - Goal 1	1.2.26	Suggested Change: Consider mention of consistency with member jurisdictional OCPs Reason: More clear	Mentioning OCPs is not required in this resiliency policy action. Noting that hazard lands may be identified in other types of strategies/plans as well.	No changes required.
City of Richmond	E - Goal 1	1.2.28	Suggested Change: Change "Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas." to "Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas." Reason: Support regional connections via cycling networks.	Staff support the proposed wording change to include TransLink active transportation infrastructure provision to support mobility between Urban Centres and FTDAs.	Change "Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas." to "Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas."
DWV	E - Goal 1	1.2.5	The framework that has guided and will guide the growth for these sub-areas closely mirrors the general objective of Strategy 1.2, which is to integrate land use and transportation planning. Prioritizing growth in only one of the District's Local Area Plans (Ambleside Municipal Town Centre), may in fact increase vehicle trips across the District, whereas the Local Area Plans and Area Development Plan(s) can instead provide local community hubs with enhanced alternatives to driving that are proximate to residents within different West Vancouver neighbourhoods. It is the District's expectation that the draft RGS does not impede the adoption of a future RCS that would reflect progressive planning for the District's Municipal Town Centre (Ambleside), as well as other existing or planned non-regionally designated centres and corridors as described above.	Metro 2050 1.2.5 does not preclude residential or employment growth outside of Urban Centres and FTDAs. Focusing growth in local community hubs can be consistent with the Metro 2050 vision and would not impede the acceptance of future RCSs provided that they do not compete with similar levels of local growth or the intent to focus transit-oriented growth in urban Centres and FTDAs, or significantly increase VKT.	No changes required.
City of Vancouver	E - Goal 1	1.2.9	Major Transit Growth Corridors - The MTGCs have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on RGS principles. City staff are concerned about the identification of large areas of growth opportunities and the ability to manage the impact of land speculation to existing renters and local businesses in advance of more detailed local planning and mitigation policies. Staff also note that regionally-significant MTGCs will have different meaning in urban and suburban contexts. The types of technology applicable to the context will have differing impact for municipalities across the region.	The MTGC map came out of the Board-endorsed Urban Centre and FTDA Policy Review Recommendations. Do not support removing the MTGC map. However, support adding a footnote to the MTGC map clarifying that the MTGC is not a growth overlay, and that the identification of FTDAs is at the discretion of member jurisdictions (in consultation with TransLink and Metro Vancouver). Also support further clarification on page 15 to specify that MTGCs are not growth overlays.	Add a sentence to the MTGC description on p 15 to clarify that MTGCs are not growth overlays. Add sentence to "Regional Overlays" section on p15 clarifying what is an overlay and that MTGCs are not.
City of White Rock	E - Goal 1	1.3.2	White Rock supports the role of the region in providing supports to local government regarding technical matters for which inhouse expertise may be limited.	Thank you for your supportive comment.	No changes required.
DWV	E - Goal 1	1.3.6	This action is similar to Action 1.2.16; as such, the comments provided in that section are also applicable here. The District's Local Area Plans and other planning initiatives work to establish complete communities across the District and deliver on the same objectives as the regional Urban Centres. They provide enabling policy to support delivery of the services and amenities outlined above and are generally proximate to transit. While the Ambleside Municipal Town Centre already contains a significant amount of services and amenities, existing facilities located elsewhere in our municipality have proven to be contextually appropriate and serve a number of residents across different neighbourhoods. For example, advocating to geographically constrain the funding or construction of institutional uses such as seniors' housing would impede the District's ability to meet its anticipated demand for 800-1,100 net new seniors units by 2041 (as identified in our Housing Needs Report). Services and amenities should be accessible to residents across the District, and in accordance with the supportive land use framework identified in the District's 2018 OCP.	Agreed - Services and amenities should be accessible to all residents. This policy is not intended to geographically "constrain" the funding or construction of federal or provincial facilities. It is intended to encourage that, if given a choice, the better location for these facilities is in areas where transit already exists ("areas with good access to transit"). This serves to provide access via existing transit, rather than requiring larger transit investments which have potentially not yet been budgeted, and provide for more equitable outcomes for the community's residents.	No changes required.
City of Richmond	E - Goal 1	1.3.6	Suggested Change: Include affordable housing in this list of facilities built or funded by the Federal Government or the Province. Reason: More complete	Affordable housing was clarified in policy 1.2.16	No changes required.

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Maple Ridge	E - Goal 1	1.3.7	G. Maple Ridge requests the following edit in bold for draft policy 1.3.7: Member Jurisdictions will: 1.3. 7 Adopt Regional Context Statements that: g) consider providing design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.	Direction to date has been for members to provide design guidance (of some kind) for these considerations; not simply to consider providing that design guidance.	No changes required.
Port Moody	E - Goal 1	1.3.7 (f)	Would appreciate any resources to support the development of health and social impact assessments.	Thank you for the comment. Metro Vancouver's 2015 HIA Guidebook and Toolkit remain resources. Also, a recent report summarizing the findings of quite comprehensive stakeholder engagement and document scans, as well as a Practitioner's Handbook, which provides a useful resource for both public health and built environment professionals to collaborate more effectively, can be found on the CIP website.	No changes required.
Maple Ridge	E - Goal 1	1.4.3 d)	In response to policy 1.4.3 d), Maple Ridge requests that Metro Vancouver advocate to the Agricultural Land Commission to review Agricultural Land Reserve legislation to permit more intensive uses using technology.	The use of technology as it pertains to regional agricultural production methods is addressed in the Climate 2050 draft Agricultural Roadmap. Suggestions provided here will be taken into consideration to further refine the draft Roadmap actions and strategic directions.	No changes required.
Lions Bay	E - Goal 1	n/a	Goal 1: Create a Compact Urban Area Having declared a climate emergency earlier this year, Council supports one of the regional plan's most fundamental elements, namely ensuring that growth is accommodated within the Urban Containment Boundary. To this end, following recent public consultation, we are reconsidering our "general urban" designation. The results of our consultation suggests that residents believe the "rural" designation best supports the community's vision. This may also align more accurately with the goals and guidelines in Metro 2050.	Any land use designation or Urban Containment Boundary amendments can be considered after the Metro 2050 process is complete through the RGS amendment process. Alternatively, Lions Bay can seek to update their RCS as part of their upcoming OCP review.	No changes required.
City of Delta	E - Goal 1	n/a	Metro 2050 designates areas appropriate for accommodating growth through the provision of additional housing, services, open space and employment. In Delta, there are two such areas identified: an "Urban Centre" designation in Ladner and a "Draft Major Transit Growth Corridor" designation along Scott Road. A further layer of designation, which associates municipal intentions for growth with both Metro's and Translink's plans, is the "Frequent Transit Development Area." Delta supports the "Draft Major Transit Growth Corridor" designation and intends to seek designation of Scott Road as a "Frequent Transit Development Area" when it submits its revised Regional Context Statement following adoption of Metro 2050. Delta's planning efforts in the recent past have been to direct growth towards Scott Road and Translink has designated this as a corridor for the R6 RapidBus so these designations would be in alignment.	Thank you for your comment.	No changes required.
CNW	E - Goal 1	n/a	Council supports one of the regional plan's most fundamental elements, namely ensuring that growth is accommodated within the Urban Containment Boundary.	Thank you for your supportive comment.	No changes required.
TransLink	E - Goal 1	n/a	**Primary area of focus: Land Use - Transportation Coordination** Land use influences how far we need to travel to different destinations. This, in turn, impacts the modes we're likely to use and the total kilometres we're likely to travel every year. This relationship is clearly laid out in Metro 2050 with a comprehensive set of policies and tools to coordinate land use and transportation. Metro 2050 sets out important policies to limit urban sprawl and foster complete communities that are pedestrian and transit friendly. TransLink supports these policies through its provision of transportation infrastructure. Of particular importance is the coordination of future transit investments with areas of population and employment growth. These major transit investments both respond to and help shape the surrounding land use. New tools have been proposed in Metro 2050 that are addressed below.	Thank you for the supportive comment.	No changes required.

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City of Richmond	E - Goal 1	Preamble	Introduction, paragraph 3 Suggested Change: Change “Complete communities are walkable….live, work and play and stages of their lives.” to “Complete communities are walkable….live, work and play at all ages and stages of their lives.” Reason: Better reflect the aging population.	Support this minor wording change to better reflect aging population.	Change “Complete communities are walkable….live, work and play and stages of their lives.” to “Complete communities are walkable….live, work and play at all ages and stages of their lives.”
Port Moody	E - Goal 1	Table 3	Minimum densities for Corridor and Station Area FTDAs are not that dense; could potentially accommodate single family building forms (small lots with laneway homes and secondary suites); may be worth specifying what building forms are desired and consider increasing the minimum density noted.	Support this additional criteria.	Add to Table 3 FTDA criteria "A range of multi-family housing forms"
City of Burnaby	E - Goal 1	Table 3, Table 4	In comments submitted to Metro Vancouver in April 2021, staff noted that this growth framework is becoming increasingly complex, making it harder to explain and track. It is believed that this may unnecessarily detract from achieving the overall purpose of the growth framework. Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.	Recommend removing the FTDA subtypes, and revert back to having one single FTDA category.	Update Table 3 and 4 so that the 2 FTDA subtypes are combined. Include text differentiating the FTDA form to suit the transit service level. In Table 3 and 4 replace the words "Corridor FTDA" with "In instances where the FTDA is served by rapid bus, B-Line, surface-level Light Rail Transit" and replace the words "Station Area FTDA" with "In instances where the FTDA is served by a rapid transit station."
City of Burnaby	E - Goal 1	Table 3, Table 4	Staff suggest removing the MTGC layer from the growth framework. Priority locations for growth could continue to be tied to the Major Transit Network and subject to the MTGC principles. This would have the following benefits: • It would simplify the growth framework. • It would alleviate potential development pressures associated with displaying growth corridors on a map. • MTGCs will be maintained by Metro Vancouver as part of Metro 2050, while the MTN will be maintained by TransLink. By removing MTGCs the growth framework would update automatically if TransLink make changes to the Major Transit Network, without having to make an amendment to Metro 2050. • Burnaby would be able to define future Frequent Transit Development Areas, in locations on the Major Transit Network that meet all of the MTGC principles, without potentially requiring an amendment to the MTGCs.	The MTGC map came out of the Board-endorsed Urban Centre and FTDA Policy Review Recommendations. Do not support removing the MTGC map. However, support adding a footnote to the MTGC map clarifying that the MTGC is not a growth overlay and that the identification of FTDAs is at the discretion of member jurisdictions (in consultation with TransLink and Metro Vancouver). Staff also support further clarification on page 15 to specify that MTGCs are not growth overlays.	Add a sentence to the MTGC description on p 15 to clarify that MTGCs are not growth overlays. Add sentence to "Regional Overlays" section on p15 clarifying what is an overlay and that MTGCs are not.
TransLink	E - Goal 1 & 5	1.2.24(b)(iv)	**Parking** Parking is a critical factor in influencing travel behaviours. Metro Vancouver’s Regional Parking studies have shown that parking supply significantly exceeds demand in most apartments. Parking minimums contribute to the oversupply of parking, subsidize the cost of car use, reduce affordability and work against sustainable mode share and GHG emission targets. Action 1.2.24 b iv in M2050 suggests “reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums.” T2050 proposes a more rigorous approach by calling for the elimination of parking minimums in all new developments, as well as pricing of parking to encourage efficient usage and turnover. Given the importance of parking in travel behaviour, urban form, sustainability and affordability, TransLink encourages a stronger action and closer alignment with T2050 language.	As Metro Vancouver is conducting the Regional Parking Strategy, it is felt to be premature to call for the elimination of parking minimums in advance of that work planned to begin in 2022. The RPS will investigate this matter directly. In the meantime, 1.2.24 (b) (iv) leaves the door open for member jurisdictions to consider a parking maximum approach.	No changes required.

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CNW	E - Goal 1 & 5	n/a	However, local land use and transportation network context also inform policy decisions around where to specifically focus growth, and the new Major Transit Growth Corridor concept may not capture this nuance. In New Westminster, for example, the SkyTrain line is part of TransLink's Major Transit Network and is designated in the draft RGS as a Major Transit Growth Corridor. The City has tightly defined Frequent Transit Development Areas at station areas, and the Downtown is designated as a Regional City Centre. Significant growth is directed to these areas in our OCP. However, there are other areas along the corridor that have transit access constraints, are protected for industrial uses by both local and regional policies, or are otherwise not appropriate for significant growth due to topographical considerations or other barriers to development. The Braid industrial area, industrial lands along Stewardson Way, and the Lower Twelfth and Sharpe Street Study Area (where a unique mix of ultra light industrial uses, commercial uses and limited residential uses are anticipated) are examples of areas in close proximity to the SkyTrain line where significant growth would not be appropriate. Introducing a growth corridor concept, and mapping these corridors, risks signaling support for transit-oriented development to land speculators and the development community, whereas local and regional policies and plans may not support significant densification of these areas. To help address this risk, Council would support removing the map of Major Transit Growth Corridors from the regional plan, and retaining higher level guidance on focusing growth near the Major Transit Network.	The Major Transit Growth Corridors are not specific to residential development. They support municipal planning for employment/industrial uses in transit-oriented locations, too. At a regional level, the Expo Line Major Transit Growth Corridor generally encourages the growth of population, job and services. While New Westminster's transit-oriented areas are more nodal (rather than linear) and focused around SkyTrain, the Major Transit Growth Corridors are not intended to signal linear development potential along the SkyTrain guideway in areas that are not proximate to stations.	No change required.
CNW	E - Goal 1 & 5	n/a	Council supports the draft updated RGS's support for transit-oriented development and for the creation of complete communities. The calls to focus growth in close proximity to frequent transit are consistent with New Westminster's Official Community Plan (OCP). The introduction of TransLink's new Major Transit Network into the RGS is a positive step towards integrating transit and land use planning, and these provide a useful growth organizing framework. We support regional targets for accommodating growth in transit-oriented locations.	Thank you for your supportive comments	No changes required.
Pitt Meadows	E - Goal 2	2.3	Consider adding a policy or revising a policy under Strategy 2.3 that Metro Vancouver will ensure that their regulations and policies support and encourage farming.	Support for regulations and policies that support agriculture, by all levels of government, is addressed in the Climate 2050 draft Agricultural Roadmap. Wording suggested here will be taken into consideration to further refine the draft Roadmap actions and strategic directions.	No changes required
City of Vancouver	E - Goal 2	2.3	Metro 2040 2.3 included an emphasis on food production, whereas Metro 2050 2.3 does not. It is important for the region to ensure food supply resiliency and access by residents that can endure times of shock and stress. (COVID as an example of this).	Metro Vancouver recognizes that supporting and encouraging food production within the region is a vital component to ensuring a robust and resilient food system and to increasing food security for all residents. Metro Vancouver supports using these lands for food production in the Regional Food System Strategy as well as in the draft Climate 2050 Agricultural Roadmap. Specifically, the Regional Food System Strategy identifies access to healthy, culturally diverse and affordable food for everyone as a goal to achieve regionally. The Food System Strategy was prepared pre-pandemic, and as such, updating that Strategy to address the food insecurity issues experienced across the region during the outset of the pandemic has been identified as an action item in the Climate 2050 draft Agricultural Roadmap.	No changes required.

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DWV	E - Goal 2	2.1.10	The District's Local Area Plans identify places to co-locate homes with jobs (where appropriate), with the intention of creating complete communities that reduce vehicle trips and kilometers travelled. Current planning for Cypress Village proposes to accommodate approximately 100,000-135,000 square feet of local commercial uses, as well as employment and recreation areas, a community centre, and an elementary school. Despite achieving the objectives of this Strategy, it remains unclear if Cypress Village would be inconsistent with the draft RGS based on the policy language used in Action 2.1.10.	Metro 2050 2.1.10 is intended to discourage major commercial and institutional development outside of Urban Centres and FTDAs, but does not preclude commercial or institutional uses outside of Urban Centres and FTDAs. Member jurisdictions are encouraged to demonstrate how they will, through local policy, support the regional objective of prioritizing Urban Centres and FTDAs as the primary locations for non-residential major trip generating uses and growth so as to reduce regional VKT, avoid isolating residents in locations without good transit, and ensure that employees have the opportunity to choose sustainable modes of transportation for their commutes.	No
Maple Ridge	E - Goal 2	2.1.10	H. Maple Ridge requests the following edit in bold for draft policy 2.1.10: Member Jurisdictions will: 2.1.10 Adopt Regional Context Statements that: c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas **and other key neighbourhood locations.**	The policy applies to 'major' commercial and institutional land uses. Smaller such uses may be appropriate in local centres and can be pursued by member jurisdictions based on local aspirations, priorities and context. Revisions will be made to clarify intent is to limit expansion of commercial uses outside Urban Centres and FTDAs.	Revise to read "c) include policies that discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas."
DNV	E - Goal 2	2.1.10 c)	Revise action 2.1.10 (c) by replacing "discourage" with "generally limit" to acknowledge that, in certain circumstances, expansion in these areas may be necessary and/or desired.	Revisions will be made to clarify intent is to limit expansion of commercial uses outside Urban Centres and FTDAs.	Revise to read "c) include policies that discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas."
DNV	E - Goal 2	2.1.10 c)	5. Expansion of Commercial and Institutional Uses Member jurisdictions are requested to adopt Regional Context Statements that include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and FTDAs (Action 2.1.10). Although this is generally in alignment with the District's OCP, nuance in a regional growth strategy is needed to accommodate unique local circumstances. For example, Capilano University's main campus is not located within an Urban Centre or FTDA, and is anticipated to require development and expansion in the future to accommodate the university's needs associated with regional population growth. With consideration for the above, **staff recommend Action 2.1.10 (c) be revised to reflect that in certain circumstances development or expansion of major commercial and institutional land uses outside of Urban Centres and FTDAs may be appropriate.**	The intent of Metro 2050 and special policies are to focus development in Urban Centres and FTDAs. Lower intensify forms of development can occur in other locations. Revisions will be made to clarify intent is to limit expansion of commercial uses outside Urban Centres and FTDAs.	Revise to read "c) include policies that discourage the development and expansion of major commercial uses outside of Urban Centres and Frequent Transit Development Areas and that discourage the development of institutional land uses outside of Urban Centres and Frequent Transit Development Areas."
City of Richmond	E - Goal 2	2.1.10, 2.2.9 (c) and similar	Suggested Change: Change language requiring municipalities to "include policies that…" to a consistent format for Regional Context Statement requirements, e.g. "identify policies and actions that …" as used elsewhere in the draft. Reason: More consistent with the purpose of a Regional Context Statement.	Revisions will be made to ensure consistency.	Change to read "Adopt RCS that include policies and actions to"… and remove "include policies that" from a, b and c)
City of Richmond	E - Goal 2	2.1.3 b)	Suggested Change: Consider providing examples of what may be included in "[exploring] fiscal reform to ensure that the property tax system supports sound land use decisions." Reason: More clear, while maintaining flexibility for the intended exploration of the topic.	Lack of specificity allows greater flexibility for future work in terms of identifying possible measures and tools.	No changes required.

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FVRD	E - Goal 2	2.1.8	The FVRD is affected by economic and transportation initiatives in Metro Vancouver and supports collaborating on shared initiatives. Healthy economies in adjacent regions will create complete and resilient communities throughout the south coast of British Columbia.	Thank you for the supportive comment. Metro Vancouver works with adjacent jurisdictions for matters that have cross boundary implications.	No changes required.
City of Vancouver	E - Goal 2	2.1.9	Include advocacy to the Federal and Provincial government to support green jobs and economy with a focus and an equity lens.	Policy with request to senior levels of government not intended to be so specific. It was intentionally kept more general so that it could include new and emerging issues/areas of interest that may arise from time-to-time.	No changes required.
City of Richmond	E - Goal 2	2.2.3	Suggested Change: In preparation of Implementation Guidelines, reference collaboration with municipalities, as done in Policies 1.1.3 and 1.2.12. Reason: Collaboration is important to leverage municipal expertise and to ensure guidelines respond to the unique perspectives and conditions in each member jurisdiction.	Support adding line of text to be consistent with other policies.	2.2.3 add at beginning of sentence: in collaboration with member jurisdictions, develop an Implementation Guideline…
Maple Ridge	E - Goal 2	2.2.9	I. Maple Ridge requests the following edit in bold for draft policy 2.2.9: Member jurisdictions will: 2.2.9 Adopt Regional Context Statements that: c) include policies for Industrial lands that: i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and discourage non-industrial uses; iii) consider excluding uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone office uses, other than ancillary uses, where deemed necessary; d) include policies for Employment lands that: v) do not permit residential uses, except for an accessory caretaker unit or a live-work use; e) consider including policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems. f) consider including policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).	Metro 2050 policies provides for an adequate amounts of flexibility and local application of regional objectives. Furthermore, there is no plan or intent to permit live-work residential on Industrial lands.	No Change
Port Moody	E - Goal 2	2.2.9 (b)	Confirm this policy applies only to private lands.	This Policy could apply to any lands that meet the criteria, irrespective of ownership / tenure.	No changes required.
Port Moody	E - Goal 2	2.2.9 (c)	Clarify what intensification/densification of Industrial lands means.	Metro Vancouver has undertaken a number of studies defining and documenting industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").	No changes required.
Port Moody	E - Goal 2	2.2.9 (c)	Define clear categories of what industrial uses are to help assist in this interpretation.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
Port Moody	E - Goal 2	2.2.9 (c)	Consider whether this is a necessary action to include as it is very open-ended and everything is linked to land use planning.	This section includes numerous policies related to industrial land uses as the RGS is a land use and parcel based strategy.	No changes required.
City of Richmond	E - Goal 2	2.2.9 (c) (iv)	Suggested Change: Clarify "…including the removing of any outdated municipal policies or regulatory barriers related to development form and density" including replacing "outdated" with a more meaningful term. Reason: Clarify intent and meaning of this requirement. Removing some barriers is appropriate; removing all is not. The aim should be to facilitate more intense industrial development while managing urban form and relationships with adjacent (particularly non-industrial) uses.	The 'barriers' may vary by type and source. There is no intent that all policies and regulations be removed. Minor edit made to text for clarity.	Replace the word "OUTDATED" with "UNNECESSARY" and change "removing" to "removal."

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Richmond	E - Goal 2	2.2.9 (c)(viii)	Suggested Change: Remove this policy to "introduce land use policies through area plans…" or make it less prescriptive. Reason: There are various ways of supporting viable unique industrial areas through objectives, policies and/or plans or strategies both within and outside an area plan.	Make edit to reflect the action could be in different form.	Add "SUCH AS" -- introduce land use policies SUCH AS through area plans for…
City of Richmond	E - Goal 2	2.2.9 (d)(v) and (vi)	Suggested Change: Consider consolidating policies on residential uses into one point. Reason: More clear / simpler	These are separate policy points.	No changes required.
City of Delta	E - Goal 2	2.2.9 b)	The strategies around trade-oriented lands in Metro 2050 pose potential land use conflicts related to agricultural and environmentally sensitive lands in a municipality like Delta. In January 2021, Council endorsed the "Metro Vancouver Regional Industrial Lands Strategy" which included a commitment to identify trade-oriented lands in appropriate locations following adoption of a definition of this term by Metro Vancouver. Metro 2050 provides a more complete description of "trade-oriented lands" but policy 2.2.9 appears to indicate that municipalities should accommodate senior levels of government rather than engage in a preferred collaboration approach. These issues should be clarified in the next iteration of the plan to ensure that agricultural and environmentally sensitive lands are appropriately protected in a regional context.	The new trade-oriented lands overlay may apply to lands regionally designed as Industrial, that meet the criteria established in Metro 2050, and to be further defined in future implementation guidelines. Such an overlay would be proposed by the member jurisdiction through the a local planning process and reflected in a Regional Context Statement.	No changes required.
City of Burnaby	E - Goal 2	2.2.9 c)	Industrial Lands Protection - In comments submitted to Metro Vancouver in April 2021, staff noted that although these activities are generally supported, the level of detail included in these requirements may be beyond the scope of a regional strategy. Staff suggest that the language in this section could be amended to provide more flexibility for member jurisdictions in determining how and when to undertake these tasks.	The policies are based on Metro 2040 and informed by the Board-endorsed policy review to strengthen the industrial provisions, noting not all may apply to all lands.	No changes required.
City of Vancouver	E - Goal 2	2.2.9 c) i)	Staff generally support the goal to protect industrial uses and to ensure non-industrial uses are not supported. In the Vancouver context there are differences in the definition of "non-industrial" compared to that in the region. For example, Vancouver considers Artist Production Spaces to be an industrial use whereas the Metro Vancouver white paper defines Artist Studios as non-industrial.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, <u>as defined in Metro 2050,</u> in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
City of Vancouver	E - Goal 2	2.2.9 c) v)	Staff support the direction to review parking and loading requirements to avoid parking oversupply. In parallel, consider adding reference to encouraging or requiring transportation demand management strategies to reduce travel demand by automobile	TDMs and other transportation related matters are addressed in Goal 5.	No changes required.
City of Vancouver	E - Goal 2	2.2.9 d) vi)	The mixing of light industrial and residential uses is not a common practice in Vancouver and other major North American cities. This practice could have significant impacts on land values and on the types of industrial activities that would be financially and operationally viable in these areas. A summary of the potential issues that will be taken into consideration before moving forward has been provided to Council as a memo detailing the emerging approach for modernizing and intensifying Vancouver's industrial lands in line with the direction provided in the RILS.	The text has been refined for clarity and consistency.	<u>Replace policy text with:</u> d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses on the ground floor, where appropriate and subject to the consideration of municipal objectives and local context.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Langley City	E - Goal 2	2.2.9 d) vi)	Metro 2050 includes a new exemption to allow residential development on Employment lands in urban centres located within 200 metres of a rapid transit station. This exemption is at odds with the City's land use policies in its recently adopted Official Community Plan (OCP) which permit only caretaker's dwellings in Mixed Employment areas (RGS Employment lands). The City believes that the proposed exemption may increase speculation, inflate Employment land values and encourage OCP amendment applications. The City's preferred approach would be to adjust the land use designation mapping where appropriate rather than weaken the Employment land policies with exemptions.	This new provision can be used in select cases that meet the defined criteria. This is an optional tool available for use by the member jurisdiction should they wish to exercise it to advance local planning objectives. The text has been refined for clarity and consistency.	Replace policy text with: d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses on the ground floor, where appropriate and subject to the consideration of municipal objectives and local context."
City of Vancouver	E - Goal 2	2.2.9. d) vi)	Regarding the following text: "The residential uses should be on the upper floors of new office and light industrial developments", suggestion to allow for consideration of large multi-building sites where residential could be in a standalone building with the provision that developments include significant commercial and light industrial space in order to allow for more flexible and better designed developments.	The intent of this policy is to use the ground floor(s) of the building for industrial related uses, with possible commercial and residential uses on upper levels, on select unique sites that meet the criteria of the policy and at the discretion of the member jurisdictions. Larger sites developed as a single complex with a shared foundation / parking structure / industrial level podium, could have multiple towers on the upper levels, which could be different separate uses, for example one being an office tower and one being an apartment tower. Stand-alone residential buildings on Employment lands would undermine the purpose of protecting employment-generating lands and would drive speculation. The text has been refined for clarity and consistency.	Replace policy text with: d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses on the ground floor, where appropriate and subject to the consideration of municipal objectives and local context."
City of Vancouver	E - Goal 2	2.3.10	Staff encourage the inclusion of advocating for streamlining on-farm renewable energy projects like anaerobic digesters. These projects add value to agricultural businesses' viability (on a relatively small floor plate) and contribute to renewable natural gas targets for utilities. In addition, include opportunities to improve carbon sequestration (GHG removal or reduction enhancement) – range of opportunities and could be carbon market and BC Offset options in the future.	Metro Vancouver's Clean Air Plan and Climate 2050 draft Agricultural Roadmap identify the use of anaerobic digestion as a viable means to support a carbon-neutral agricultural sector by 2050. Although significant barriers exist to the wide-spread use of anaerobic digestors in the agricultural sector in this region, Metro Vancouver is actively engaging in discussions with the Province and agricultural producers to determine how it can be supported more realistically.	No changes required.
Pitt Meadows - Cnl Anena Simpson	E - Goal 2	2.3.12	As a City Councillor, I attend on our Agricultural Advisory Committee. As such, I often hear concerns around burdensome regulations placed upon our farmers by multiple levels of government. These regulations threaten the success and viability of farming. For this reason, I would like to suggest additional point be included section 2.3. 2:3:12 Metro Vancouver will intentionally reduce and simplify regulations placed on Agriculture where possible. Metro Vancouver will advocate for provincial and federal governments to do the same and will advocate for regulations in the region and across levels government to be streamlined and in agreement where possible.	The simplification of regulations as applicable to agricultural production is addressed in the Climate 2050 draft Agricultural Roadmap. Wording suggested here will be taken into consideration to further refine the draft Roadmap actions and strategic directions including the advocacy to provincial and federal governments.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Maple Ridge	E - Goal 2	2.3.12 c)	In response to policy 2.3.12 c) v); Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands ..	This is beyond the scope of Metro 2050 and would require specific research and assessment on how the terms 'producing' and 'non-producing' are defined and how that relates to existing permissive legislation for all agricultural lands in the province. It can be the subject of a future research project if requested by member jurisdictions or the MV Board.	No changes required.
Township of Langley	E - Goal 2	2.3.12(c)(vi)	**2. Policy 2.3.12(c)(vi)** Draft policy action 2.3.12(c)(vi) reads as follows: "Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations." The following comments are provided on this draft policy: • An Official Community Plan (OCP) is a policy-oriented document whereas Minister's Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory oriented documents as this exercise would introduce an inappropriate level of detail to the OCP. • The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters. • As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister's Bylaw Standards, subject to the approval of the Minister of Agriculture. • Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy. • The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.	The proposed changes to this section were recommended by member jurisdiction staff during consultation sessions on potential policy changes to the RGS. Metro Vancouver recognizes and acknowledges the different legislative structure both the Township of Langley and the City of Delta operate under as 'regulated' communities. Agree that an adjustment to language here is appropriate. Given that Provincial legislation dictates what types of production can take place on ALR land, limiting the scope and attention to food did not acknowledge nor recognize that other non-food operations take place on agricultural land. The importance of supporting agricultural land for food production is identified in the Regional Food System Strategy as well as in the Climate 2050 draft Agricultural Roadmap.	Change policy 2.3.12(c)(vi) to read: "**align policies and regulations, where applicable,** with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations."
City of Vancouver	E - Goal 2	2.3.2	Staff suggest the inclusion of a reporting component to the monitoring of agricultural land and agricultural uses (including food production) in the region. This would enable member municipalities to see local agricultural production or learn about other benefits (including ecosystem services). Given that this provision includes a natural asset inventory with ecosystem services of private agricultural land, it will be important to clarify whether this will be done for the whole land base. In addition, staff emphasize the importance of including a diverse group of farmers and environmental practitioners as part of the collaboration between Metro Vancouver, the Province and the Agricultural Land Commission to determine the range of ecosystem services that will be monitored. For example, the use of farm fields by overwintering waterfowl as habitat provides important ecosystem services at the expense of farmers. The winter farm fields can attract many birds thereby diverting them from higher use recreation fields in neighbouring communities.	In partnership with the Provincial government, Metro Vancouver has supported the preparation of an Agricultural Land Use Inventory since 2011 that serves as a tool to analyze how agricultural land is utilized, including to support natural assets. An update to this inventory will occur in 2022. 2. Multiple non-profits and groups, including representation from the farming community, have been working for some time to expand the use of ecosystem services, area set-asides, and cover crops on agricultural land in the region. Metro Vancouver is actively collaborating and working with member jurisdictions, NGOs, educational institutions, and provincial and federal staff to expand the understanding and application of ecosystem services in this region.	No changes required.
Maple Ridge	E - Goal 2	2.3.3	In response to policy 2.3.3, Maple Ridge requests further input and advocacy from Metro Vancouver to ensure that the economic viability of Maple Ridge's agricultural lands is addressed.	Support ensuring that member jurisdictions are included in the preparation of strategies and actions that address strengthening the agricultural viability of agricultural land	For policy 2.3.3 after the words "in collaboration with" change the rest of the sentence to: "member jurisdictions, the Province and the Agricultural Land Commission."
City of Vancouver	E - Goal 2	2.3.3	Staff suggest that farmers be engaged to co-create solutions, strategies and actions regarding the provision to increase actively farmed agricultural land and minimize conflicts. Consider advocacy and collaboration to encourage and facilitate urban farming would be helpful for urban contexts such as Vancouver.	Metro Vancouver engages directly with the farming community on an ongoing bases through various means, including through the Metro Vancouver Agricultural Advisory Committee, which has direct representation from the farming community including producers, processors, and commodity associations.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Pitt Meadows	E - Goal 2	2.3.4	We acknowledge that proposed policy 2.3.4 now allows Metro Vancouver to consider changing the regional land use designation of those lands that have conditional ALR approval for removal from the ALR, responding to an earlier request that wax part of the Intergovernmental Advisory Committee consultation process.	Thank you for your comments. Due to comments from the ALC, this action is being changed to a Metro Vancouver action rather than an ALC action.	Change 2.3.4 to: "Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve (ALR). Upon conditional approval by the ALC to exclude land from the ALR, the MVRD Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to all the ALC exclusion conditions being met."
City of Vancouver	E - Goal 2	2.3.5	Include the importance of food production in the agricultural awareness activities that promote the importance of agricultural industry. In addition, include advocacy and collaboration to support business-to- business collaboration within the agricultural sector with other sectors across jurisdictions within Metro Vancouver which may assist to strengthen agricultural businesses. Connecting producers to other businesses has the ability to strengthen local supply chains, business resilience and the use of agricultural lands.	Through the Regional Food System Strategy (2011), Metro Vancouver supports increasing the overall viability of the food system including improving the economic viability of the food sector.	No changes required.
TransLink	E - Goal 2	General	**Industrial Lands Strategy** Strong policy language is necessary to protect industrial lands that serve as a shared regional resource. Appropriately placed industrial lands help achieve the shared regional goals of reducing travel distances, facilitating goods movement, and promoting a strong economy. From the perspective of land use and transportation alignment, the Industrial Lands Strategy recognizes the need to align the nature of the specific land use with the most appropriate transportation and transit access. TransLink is cautiously supportive of revisions that allow limited residential mixed-use in close proximity to major rapid transit stations within employment lands. TransLink recognizes the acute need to preserve these lands for non-residential uses, and encourages consideration of careful measures to mitigate associated speculation and industrial land price increases as well as firmness and clarity on the prevention of further residential encroachment beyond what is proposed in the current draft. This clarity will be important to signal to the market that industrial and employment lands will very much be protected for industrial and employment uses moving forward. Also of importance is the recognition that industrial sites which are difficult to serve efficiently by transit, typically due to their more remote location in the region, are most appropriate for those industrial uses that have low employment density and low trip generation. TransLink is supportive of the strategies and actions proposed in Metro 2050 that help protect and enhance industrial lands.	Thank you for the supportive comment.	No changes required.
Lions Bay	E - Goal 2	n/a	As recent flooding has made us all more acutely aware, the agricultural land in the region is of vital importance to all of us. As such, we strongly support the efforts of Metro to preserve land designated for agriculture.	Thank you for your comment.	No change required.
City of Delta	E - Goal 2	n/a	Delta's industrial, agricultural, transportation facilities all support a vibrant local and regional economy but there are potential pressure points in the interface between various land uses, which should be addressed in Metro 2050. This includes a need to plan for effective transportation networks that support businesses and their employees.	Thank you for the comment.	No changes required.
City of Delta	E - Goal 2	n/a	Metro 2050 should also recognize challenges to the protection of Delta's agricultural and environmentally sensitive lands associated with the anticipated Port expansion. The Vancouver Fraser Port Authority has stated that, if approved, Roberts Bank Terminal 2 will require 1,000 ha (2,500 ac) of developable industrial land close to the terminal for port-related industry.	The regional growth strategy seeks to balance multiple regional and local goals, including goals to support a sustainable economy and transportation choices, while also protecting the supply of agricultural land and the environment. Achieving a balance between these objectives will be challenging in some cases. Note that Metro 2050 contains an advocacy action for Metro Vancouver regarding the Port of Vancouver (see Action 2.1.7).	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Delta	E - Goal 2	n/a	Municipalities need to have options or strategies through Metro Vancouver to effectively address the pressures and conflicts that can arise with these varied land uses and economic drivers. Such strategies could include regional advocacy with higher orders of government to help balance the needs of major economic drivers with local issues such as the environment and agriculture.	Metro 2050 includes numerous references to working with other parties including federal and provincial governments, for such matters as regional and cross-regional trade, transportation, environmental, and economic systems.	No changes required.
City of Burnaby	E - Goal 2	Part D, 2.2.9 c)	Trade Oriented Lands - The implications of adding lands to this new overlay can only be fully determined after further guidance has been prepared and distributed by Metro Vancouver. Staff would like to see a softening of the language in this policy to state that the City only needs to consider identifying these lands at this time.	Policy already states '… if applicable …', which indicates flexibility. This is a new tool available to member jurisdictions, and any lands that are to be identified are at their discretion based on the criteria set out.	No changes required.
City of Vancouver	E - Goal 2	Preamble	COVID has changed how many people work and do business – with significantly increased remote work / work-from-home options. Many believe the economy will never go back to the way things 'were'. City of Vancouver has engaged in public discussions around 'building back better' and how the city's Climate Emergency Action Plan identifies 'remote and flexible work' as key to reaching the city's transportation goals. Given the uncertainty and its impact in the long term on office space demand and housing design with more flexible 'live-work' possibilities, the preamble should reference this shift and the importance of building resilience.	Thank you for your comments. There is no intent to introduce live-work on industrial lands.	No changes required.
City of Vancouver	E - Goal 2	Preamble	Agricultural, Industrial and Employment lands play an important role in flood management. For instance industrial and commercial uses are lower risk uses in a floodplain than compared to residential, especially when planned and designed for flood.	From the agricultural perspective, agricultural lands are already recognized as important lands used for development-caused and climate-related flooding in the Ecological Health Framework and in the Climate 2050 draft Agricultural Roadmap. Those two policy documents focus more closely with the effects of climate change and the ecosystem services potential of agricultural lands, which is outside the scope of Metro 2050.	No changes required.
City of Vancouver	E - Goal 2	Preamble	Agricultural land can also play an important role in regional food system resilience, but to realize this, more action is needed to support and encourage food production as a priority use on agricultural lands and other suitable urban lands.	Metro Vancouver recognizes that supporting and encouraging food production within the region is a vital component to ensuring a robust and resilient food system. While the *Agricultural Land Commission Act* and Regulations dictate what products can and cannot be grown on land within the Agricultural Land Reserve, Metro Vancouver supports using these lands for food production in the Regional Food System Strategy as well as in the draft Climate 2050 Agricultural Roadmap. The Regional Food System Strategy also supports member jurisdictions to support, expand and use urban agriculture as an appropriate method to expand food security in the region.	No changes required.
Lions Bay	E - Goal 2		Goal 2: Support a Sustainable Economy This is an area in which we cannot influence the region in a significant manner, however, Lions Bay enjoys a robust network of home-based businesses that provide employment, services, products and activities for residents close to home. Further, as a result of the pandemic, more residents now work from home. Council will continue to support this trend in the interests of reducing commuter traffic in the region, enhancing the quality of life for residents, especially working parents, and to encourage the influx of young families, a positive result of the pandemic. The Village has become a destination as well as a stopping point for travellers along the Sea to Sky Highway, whether to visit the local café or our beaches or to hike local trails. In this way, we contribute to the vital tourism industry in the region which we will continue to support.	Thank you for your comment.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Township of Langley	E - Goal 3	3.2	That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.	Action 3.2.7b) iv) states that Member Jurisdictions will: "refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: v) support watershed and ecosystem planning, the development and implementation of Integrated Stormwater Management Plans, and water conservation objectives."	No changes required.
City of Richmond	E - Goal 3	3.4	Suggested Change: Change “Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring…” by adding “as well as extreme heat and severe air quality events resulting from increased levels of wildfires in BC and elsewhere in the Pacific Northwest.” Add a sentence referencing highly vulnerable populations or situations, such as seniors in older rental housing who are vulnerable to extreme heat. Reason: Extreme heat and severe air quality events are critical and demonstrated results of climate change in the region and neither they nor their socio-economic impacts are adequately captured in the current text.	Note that extreme heat events and reduced air quality are referenced in the more detailed Table 5, in addition to wildfires. The preamble for Strategy 3.4 references climate change impacts studied in Metro Vancouver's climate change projections work at a high level (including warmer temperatures), and notes that these impacts will exacerbate existing natural hazards (such as wildfires). Note that the relationship between climate change impacts and vulnerable populations is referenced in the final paragraph of the Goal 3 preamble (p.53), and action 3.4.2. f) is a starting point to address some of these issues.	No change required.
City of Vancouver	E - Goal 3	3.1.1	The City of Vancouver practice assumes that the term “no net loss” of ecosystems as a policy will rely on a holistic view of ecosystems, knowledge and other inputs about baseline monitoring, ecological restoration techniques and the creation/restoration of habitat “units” at a specific ratio, e.g. 2 new: 1 lost or whatever is appropriate. This type of policy is not well practiced in most current environmental regulations. If successful, as an internal policy, it has the potential to be replicated across the region.	Thank you for your suggestion.	No changes required.
City of Richmond	E - Goal 3	3.1.3, 3.1.6	Make "no net loss" a minimum requirement for Conservation and Recreation lands and strive for net environmental gain. Policy 3.1.3 and Policy 3.1.6. The above policies should be further strengthened so that "no net loss" is a minimum requirement rather than something to be "strived for" - Additionally, enhancements and/or areas that are conserved should seek to contribute to network connectivity of natural hubs and corridors (current or potential future). The region should commit to this standard for its own projects and clearly advocate that others adhere to it. Metro Vancouver should define an approach that is consistent with provincial/federal frameworks for project-related ecosystem loss.	Thank you for your suggestion.	No changes required.
City of Vancouver	E - Goal 3	3.1.9	Consideration to include Indigenous cultural practices as a permitted use	Cultural practices is not a land use. However, Action 3.2.4 b) commits Metro Vancouver to work with First Nations to find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes. Note that Metro Vancouver can not require those activities on lands owned by others.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Maple Ridge	E - Goal 3	3.1.9	J. Maple Ridge requests the following edit in bold for draft policy 3.1.9: Member jurisdictions will: 3.1.9 Adopt Regional Context Statements that: b) consider including policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: i) drinking water supply areas; ii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers); vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability/risk to climate-related impacts. c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wild/and interface planning, and considering measures such as physical buffers or development permit requirements;	No text has been bolded in the comments received, so the requested change is not clear. That being said, we believe Maple Ridge has requested the addition of the word "consider" in a few locations: Under Action 3.1.9 b) Metro Vancouver does not agree with the addition of 'consider' to this action, as this would mean members would not be required to include policies regarding the protect of Con/Rec lands within Regional Context statements. The phrase 'which may include the following' already provides flexibility in terms of what is included with the Conservation and Recreation Regional Land Use Designation. Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by **considering** wildland interface planning, and introducing measures such as physical buffers or development permit requirements"	Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by **considering** wildland interface planning, and introducing measures such as physical buffers or development permit requirements"
Pitt Meadows	E - Goal 3	3.1.9(c)	We request that Metro Vancouver consider exceptions to policy 3.1.9c(i) for edge planning and buffering of Conservation and Recreation areas along agricultural edge and for drainage network and flood infrastructure maintenance. Many farms, dikes and drainage ditches neighbour conservation and recreation lands in Pitt Meadows and requiring buffering/edge planning could adverselt affect agricultural operations and rural infrastructure.	Thank you for your comment. Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by **considering** wildland interface planning, and introducing measures such as physical buffers or development permit requirements"	Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by **considering** wildland interface planning, and introducing measures such as physical buffers or development permit requirements"
Coquitlam	E - Goal 3	3.2.1 (b)	The 40% regional tree canopy coverage target (3.2.1 b) within the Urban Containment Boundary is an area of concern. Local conditions vary significantly across the region, including geographic size, presence of significant parks and green space, and anticipated growth. Coquitlam is expecting above-average population growth which may impact Its ability to contribute to the 40% canopy target. The policy should acknowledge that local context and achieving other regional goals may conflict with the tree canopy target. Further, additional testing of this target should occur prior to Its adoption to measure feasibility.	The tree canopy cover target is an aspirational regional target (i.e.. average) within the Urban Containment Boundary, and the intent is that all member jurisdictions will aim to *increase* canopy cover in urban areas where people live, to reduce climate change-related heat extremes and heat-related health impacts, attenuate noise, and provide many other critical ecosystem services. To increase tree canopy cover, member jurisdictions are encouraged to set local targets, develop an urban forest management plan, plant climate-resilient tree species on public land, and provide support for residents to do so on private lands.	No changes required.
Port Moody	E - Goal 3	3.2.1 (b)	Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate.	The regional tree canopy cover target is intended to apply as a regional average across lands within the Urban Containment Boundary.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of White Rock	E - Goal 3	3.2.1 (b) and 3.2.7a)	White Rock supports opportunities to enhance the tree canopy. Metro 2050 should, however, acknowledge the limited capacity of some local governments to realize the targets established in light of contextual (compositional) factors. White Rock, for example, is a small, densely developed municipality with limited undeveloped green spaces. The ability to enable increased density while supporting canopy enhancement can be challenging. It is understood the regional plan is establishing targets which will be monitored over time.	The tree canopy cover target is an aspirational regional target (i.e.. average) within the Urban Containment Boundary, and the intent is that all member jurisdictions will aim to increase canopy cover in urban areas where people live, to reduce climate change-related heat extremes and heat-related health impacts, attenuate noise, and provide many other critical ecosystem services. To increase tree canopy cover, member jurisdictions are encouraged to set local targets, develop an urban forest management plan, plant climate-resilient tree species on public land, and provide support for residents to do so on private lands	No changes required.
Port Moody	E - Goal 3	3.2.2 (a)	Consider including datasets on green (built) infrastructure as an important component of the Ecological Health Framework.	Such a dataset may evolve overtime with the identification and implementation of a regional green infrastructure network and as more data becomes available.	No changes required.
City of White Rock	E - Goal 3	3.2.3 (b)	The City encourages Metro Vancouver to undertake / lead technical studies which evaluate the potential for risks arising as a result of climate change. Portions of the City of White Rock are recognized as being at risk of flooding. Sea level rise has the potential to place additional lands at risk of natural hazards. Small municipalities do not have the depth of resources necessary to advance technical studies of these potential hazards and therefore look to the region for leadership / support.	Acknowledged. Note that action 3.4.2. a) involves Metro Vancouver taking a more proactive role in working with others to identify hazards, risks, and vulnerabilities associated with climate change and natural hazards in the region.	No changes required.
Maple Ridge	E - Goal 3	3.2.7	L. Maple Ridge requests the following edit in bold for draft policy 3.2.7: Member jurisdictions will: 3.2. 7 Adopt Regional Context Statements that: a) **consider identifying** local ecosystem protection and tree canopy cover targets, and create policy to contribute to the regional targets in Action 3.2.1; c) **consider** including policies that: i) **address** ecosystem services in land use decision-making and land management practices;	The tree canopy cover target is an aspirational regional target (i.e. average) within the Urban Containment Boundary, and the intent is that all member jurisdictions will aim to increase canopy cover in urban areas where people live, to reduce climate change-related heat extremes and heat-related health impacts, attenuate noise, and provide many other critical ecosystem services. To increase tree canopy cover, member jurisdictions are encouraged to set local targets, develop an urban forest management plan, plant climate-resilient tree species on public land, and provide support for residents to do so on private lands. Like other member jurisdictions, Maple Ridge is already considering ecosystem services (e.g. clean air, clean water, flood control, carbon storage, etc.) in its plans and policies. The requested change to "**consider** including policies that **address** ecosystem services" was not requested by other signatories, so has not been made.	No changes required.
City of Richmond	E - Goal 3	3.2.7	Strengthen discussion of natural assets - Draft Metro 2050 Policy 3.2.7(b)(ii) refers to "ecosystem services", which is a broad topic. The City recommends expanding this policy to include regionally-focused studies. Policy relating to ecosystem services can be fu1iher strengthened with regional assessments. Local Governments can apply the results of regionally-focused studies, such as natural asset valuation, locally to support existing ecosystem service initiatives alongside with infrastructure management and planning. Natural assets are the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a government for the provision of services3. Examples include removing pollutants from the air and water, protecting shorelines from damage and maintaining soil productivity. Natural assets can generally provide these services at a lower cost than an equivalent engineered solution while providing a host of other environmental and socioeconomic benefits.	Policy action 3.2.2 b) is to integrate the consideration of ecosystem services (which natural assets provide) in decision making for Metro Vancouver, and there is a corresponding Action 3.2.7c) i) for member jurisdictions. Several member jurisdictions have already conducted or are currently conducting their own natural assets inventory and valuation work, using the foundational ecological datasets provided by Metro Vancouver.	Change "ecosystem services" to "natural assets and ecosystem services" in 3.2.2b) and 3.2.7c)i)

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Langley City	E - Goal 3	3.2.7 a)	The new ecosystem protection and tree canopy targets identified in the draft RGS are attractive, aspirational goals for the region. While the City applauds the goals, it would caution that the specific targets may not be realistic or achievable in a region projected to grow by one million inhabitants. In the City's case, as a fully urbanized and developed municipality, there is very limited capacity to add to the protected land base. At the same time, continuing redevelopment at higher densities and lot coverages will require a concerted tree planting program to replace and ultimately enhance the tree canopy. An Urban Forest Strategy is required in order to determine an achievable tree canopy targetcfor the City.	The tree canopy cover target is an aspirational regional target (i.e. average) within the Urban Containment Boundary, and the intent is that all member jurisdictions will aim to increase canopy cover in urban areas where people live, to reduce climate change-related heat extremes and heat-related health impacts, attenuate noise, and provide many other critical ecosystem services. To increase tree canopy cover, member jurisdictions are encouraged to set local targets, develop an urban forest management plan, plant climate-resilient tree species on public land, and provide support for residents to do so on private lands.	No changes required.
DWV	E - Goal 3	3.2.7 b) ii)	From our review, Map 11 does not indicate a proposed alignment for the regional green infrastructure network. A proposed alignment for the regional green infrastructure network is requested to determine the feasibility or appropriateness of supporting this objective.	A map of the Regional Green Infrastructure Network (RGIN) is not being proposed for inclusion in Metro 2050 at this time. Action 3.2.3d) commits Metro Vancouver to work collaboratively with member jurisdictions and others to prepare Implementation Guidelines to support the RGIN. Additional conversations with member jurisdictions are planned and various datasets are being collated to inform the RGIN objectives.	No changes required.
Township of Langley	E - Goal 3	3.2.7c)iii)	**1. Scope of policy actions** Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): "Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans." It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.	Provincial legislation requires land managers (including municipalities and Metro Vancouver) to manage high-risk invasive species. Invasive species are a concern across the region as they negatively impact ecosystems, the economy (including this region's agricultural land base), and human health. Collectively, member jurisdictions spent over $2 million managing invasive species in 2016 and that figure has been increasing in recent years due to increased awareness about impacts, detection, and range expansion. Soil movement associated with land use and development is one of the main vectors of spread. Metro Vancouver has retained Action 3.2.7c)iii) as it is, and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews and because no other member jurisdiction has requested the exclusion of this Action.	No changes required.
City of Vancouver	E - Goal 3	3.3.1 & 3.3.4	In response to the climate crisis, Metro Vancouver could consider amending its policies, codes of practices and air quality regulations to include the management of carbon pollutants such as CO2, andCH4 and work with the Province to support this initiative. It is an ambitious statement, but perhaps there is an opportunity for Metro Vancouver to assist the region to reach its ambitious mitigation targets with the help of its regulatory authority around air quality. As identified in the Clean Air Plan, additional and stronger measures will be needed to reach the region's climate targets	This type of action is beyond the scope of *Metro 2050;* Action 3.1.2 of Metro Vancouver's Clean Air Plan (CAP) is for Metro Vancouver to "Develop and implement processes to integrate greenhouse gas reduction requirements into new emission regulations, amendments of existing emission regulations, new permits, and permit amendments". Integration would consider greenhouse gas regulations implemented by the BC Government, as well as the benefits and trade-offs of reducing greenhouse gases versus improving regional air quality. Note that CAP also includes actions for Metro Vancouver to develop (or co-develop) greenhouse gas regulatory requirements for passenger and commercial vehicles (1.2.2, 1.3.1), existing homes and townhomes (2.1.2), existing large buildings (2.1.1), and district energy systems (2.4.1).	No changes required.

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City of Vancouver	E - Goal 3	3.3.2 b)	Include “enhance resilience to climate change impacts.” So as to include the development of policies and regulations that support climate action in both the mitigation and adaptation spheres.	Metro Vancouver acknowledges that both the carbon storage and adaptation benefits are important to consider. Note that the ecosystem services related to climate change adaptation are referenced in Strategy 3.1 and 3.2. Note that 3.3.2 b) pertains specifically to Metro Vancouver's role in monitoring carbon storage in natural areas via the Carbon Storage Inventory, as a complimentary policy to 3.3.2 a) which recognizes Metro Vancouver's role in monitoring GHG emission sources.	No changes required.
City of Richmond	E - Goal 3	3.3.2, 3.3.7	Capture Metro Vancouver's climate action support role - Richmond recommends strengthening Metro 2050 by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver: Policy 3.3.2 (d) [Metro Vancouver will] work in partnership with member jurisdictions to facilitate, support and/or jointly implement agreed-upon cross-jurisdictional policies and programs that that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.	The suggestion is noted, and has been forwarded to Metro Vancouver’s Air Quality and Climate Change division for consideration. Action 6.1.1 in Metro Vancouver's Clean Air Plan (CAP) identifies, “Explore the adoption of service establishment bylaws to support regional climate change programs” under future directions. The implications of this direction will be considered through a separate process, but updates to the regional growth strategy can be considered in the future as necessary.	No change required.
City of Vancouver	E - Goal 3	3.3.3	Staff request more guidance on the definition of a major transportation project and the how health impact assessments would be conducted, assessed and evaluated, and taken into account. In addition, staff would like clarity on the role Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate. While this direction is generally positive, staff are concerned that a narrow focus on “[minimizing] public exposure to traffic-related pollutants” could result in outcomes which are at odds with larger regional goals to reduce automobile dependence and support sustainable transportation, e.g. results being used to push back against road space reallocation to support sustainable transportation modes because it will “cause congestion and idling, etc.” or because people might be encouraged to cycle in a safe protected bike route “next to moving car traffic.”	Metro Vancouver has published a Health Impact Assessment (HIA) Guidebook, which is available on the website. There is no definition of "major transportation project" in Metro 2050. The way in which an HIA is conducted would be determined by the lead agency. Metro Vancouver's role is to advocate for the use of the HIA practice in general.	No changes required.
Port Moody	E - Goal 3	3.3.6 (a) iii	Consider including another subset action to advocate and/or work with the Provincial government to require climate resilient buildings. Confirm if financial incentives are only offered for climate resilient buildings.	Please refer to action 3.4.4. b).	No changes required..
Port Moody	E - Goal 3	3.3.6 (a) vi	Consider stronger language for this action, e.g. “advocate for legislation to allow local governments to voluntarily set embodied emissions targets for new construction”.	Note that action 3.3.6 a) vi) in the draft *Metro 2050* would support more specific advocacy requests such as the one suggested. The majority of the advocacy actions in 3.3.6 are intentionally broad to support future, and more specific advocacy requests under thematic areas – in this case, the reduction of embodied emissions through legislative and fiscal mechanisms.	No changes required..
Port Moody	E - Goal 3	3.3.6 (b)	Consider advocating for zero emissions vehicle sales targets for medium and heavy-duty vehicles to accelerate the ZEV transition in multiple sectors.	Advocacy actions pertaining to zero-emissions vehicle sales targets were deemed out of scope for *Metro 2050,* but are within scope for Metro Vancouver’s *Climate 2050* Transportation Roadmap (see Policy 1.1 and 3.2). Also refer to zero-emission vehicle sales targets identified in the Clean BC Roadmap to 2030.	No changes required..
City of Vancouver	E - Goal 3	3.3.6 a) vi)	Staff are supportive of this direction, it is in line with the City’s Climate Emergency Action Plan, the Green Buildings Policy for Rezoning, and the intentions to one day develop a Circular Economy Strategy. Staff suggest changes to include “and the increased use of low-carbon and circular building products and processes.”	Thank you for your comment, the proposed change is supported.	Please change text from "low-carbon building products" to "low-carbon circular building products and processes".

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City of White Rock	E - Goal 3	3.3.7 (a)	This policy does not provide clear enough direction. Is the region looking for policies which, for example, broadly support lessened reliance on private automobile use and more energy efficient building design, or is the policy seeking local directives which enable a quantified measure of GHG reduction? If the expectation is the latter White Rock would look for greater clarity to be incorporated into the policy.	Regional Context Statements would respond to actions 3.3.7 a) and b) in Metro 2050 in a similar fashion to the Regional Context Statements that responded to actions 3.3.4 a) and b) in Metro 2040. Since local governments are required to include GHG emissions reduction targets in Official Community Plans, with supporting policies and actions to meet those targets, the intention of 3.3.7 a) and b) in Metro 2050 is to encourage local governments to align with the regional GHG emissions reduction target and demonstrate the connections to land use and transportation through applicable policies and strategies within their respective Official Community Plans. Staff note the concern raised and will consider how to provide additional guidance for actions in Strategy 3.3, e.g. through consideration of an Implementation Guideline for Goal 3, using the Climate 2050 Roadmaps as supportive guidance.	No changes required.
City of Vancouver	E - Goal 3	3.3.7 b) ii)	Consider expanding the direction to reference to prior mentioned demand management strategies, complete community, and other policy and regulatory tools. i.e. " such as safe, convenient active transportation routes directly serving key destinations such as high streets, community centres, and transit stations".	This change has been made in 5.1.14 (c).	No changes required.
City of Richmond	E - Goal 3	3.3.8, 3.3.7	Capture Metro Vancouver's climate action support role - Richmond recommends strengthening Metro 2050 by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver: Policy 3.3.8 [Member jurisdictions will] work in partnership with Metro Vancouver to jointly implement agreed-upon cross-jurisdictional policies and programs that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7. Richmond notes that this function has been a core service of the Capital Regional District for close to ten years. Experience there suggests that such a service would assist member jurisdictions efforts to reduce greenhouse gases, and that coordinated program delivery should reduce total administrative costs to member jurisdictions.	The suggestion is noted, and has been forwarded to Metro Vancouver's Air Quality and Climate Change division for consideration. Action 6.1.1 in Metro Vancouver's Clean Air Plan (CAP) identifies, "Explore the adoption of service establishment bylaws to support regional climate change programs" under future directions. The implications of this direction will be considered through a separate process, but updates to the regional growth strategy can be considered in the future as necessary.	No change required.
City of Richmond	E - Goal 3	3.4.1	Suggested Change: For this policy on planning and location of infrastructure, make it explicit that it includes proactive retrofits of existing Metro Vancouver infrastructure to provide resiliency to climate change impacts. Reason: As currently stated, the policy could be interpreted to apply only to new infrastructure projects.	Support revising action 3.4.1. to reflect that risk assessments should be carried out for both new and existing utilities, assets, operations, and infrastructure.	Edit 3.4.1. as follows: "Incorporate climate change and natural hazard risk assessments into the planning and location of **existing and future** Metro Vancouver utilities, assets, operations, and other critical infrastructure."
Port Moody	E - Goal 3	3.4.1	Consider the operational and embodied impact of GHG emissions in hazard risk assessments.	This feedback has been forwarded to multiple Metro Vancouver departments for further consideration. Updates to Action 3.4.1 in *Metro 2050* can be considered in the future.	no change required.
FVRD	E - Goal 3	3.4.2	The FVRD has been at the forefront of developing criteria for ensuring safe development and avoiding environmental hazards in the FVRD's rural electoral areas, collaborates with municipalities, First Nations, and others on emergency management, and supports working with Metro Vancouver and senior governments on emergency management.	Acknowledged. Thank you for your comment.	No changes required.

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Port Moody	E - Goal 3	3.4.2	Consider the operational and embodied impacts on emissions in all of the subset actions.	Note that actions in 3.4.2. encourage Metro Vancouver to work collaboratively with other partners to address resilience challenges, and consideration of operational and embodied emissions would not be relevant to all subset actions in 3.4.2. Also note that collaborative actions to address GHG emissions are included in Strategy 3.3, including embodied emissions policies referenced in 3.3.6 a) vi and 3.3.7 b i).	No changes required.
FVRD	E - Goal 3	3.4.2	Constituent member jurisdictions of adjacent regional districts should also be specifically included in this list.	The policy notes "other stakeholders", which is general enough to include constituent member jurisdictions of adjacent regional districts.	No changes required.
City of White Rock	E - Goal 3	3.4.2 (a)	The City encourages Metro Vancouver to undertake / lead technical studies which evaluate the potential for risks arising as a result of climate change. Portions of the City of White Rock are recognized as being at risk of flooding. Sea level rise has the potential to place additional lands at risk of natural hazards. Small municipalities do not have the depth of resources necessary to advance technical studies of these potential hazards and therefore look to the region for leadership / support.	Acknowledged. Note that action 3.4.2. a) involves Metro Vancouver taking a more proactive role in working with others to identify hazards, risks, and vulnerabilities associated with climate change and natural hazards in the region.	No changes required.
Pitt Meadows	E - Goal 3	3.4.5	With regards to proposed policy 3.4.5, which addresses climate change impacts and natural hazards on land use, infrastructure and human settlement, an OCP and/or an RCS may nor necessarilty be the only or the best place for every municipality to address all of these concerns. For example, climate change impacts may also be addressed through subdivision and serviving bylaws and municipal operations standards and procedures.	Note that the intent of action 3.4.5 is to a) protect existing communities from risks and b) discourage new development in at-risk areas. Member jurisdictions have the flexibility to list relevant mechanisms for achieving these aims based on the mechanism that is most appropriate. Staff note that these mechanisms may fall outside of the purview of an OCP.	No changes required.
Port Moody	E - Goal 3	Goal Intro	Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).	Support drawing the connection between GHG emissions and natural hazards/climate change impacts in the Goal 3 preamble.	Add the following sentence at the end of the third paragraph on p. 53 of Metro 2050: Addressing both greenhouse gas emissions and the impacts of climate change and natural hazards simultaneously is critical, as the challenges and solutions associated with these issues are often interlinked.
Port Moody	E - Goal 3	MV Role	Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements.	Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's *Climate 2050* Buildings Roadmap.	No changes required..
SLRD	E - Goal 3	n/a	The draft Metro 2050 Regional Growth Strategy should consider including strategies/actions for the reduction of infrastructure that maintains fossil fuel dependence.	Note that the issue raised aligns with many actions in Strategy 3.3 (e.g. 3.3.1 b, 3.3.5, 3.3.6 a, 3.3.7 b). Also note that Metro Vancouver's regional climate action strategy (*Climate 2050*) has resulted in a Buildings Roadmap (completed), Water and Wastewater Roadmap (forthcoming) and Energy Roadmap (forthcoming) that will contain more specific policies pertaining to this topic area. Kindly refer to Big Idea 4 in the Climate 2050 Energy Roadmap regarding limiting the expansion of fossil fuel supply infrastructure.	No changes required.

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Lions Bay	E - Goal 3	n/a	Goal 3: Protect the Environment and Respond to Climate Change Impacts The Village of Lions Bay is surrounded by land identified by Metro as ecologically sensitive and designated "Conservation and Recreation". It also falls within the Howe Sound Biosphere Region and the English Bay, Burrard Inlet and Howe Sound Important Bird Area. Early this year, Council created a Climate Action Committee "to provide a technical and local perspective and advice to Council to aid in the advancement of targets, policies and actions for reducing Greenhouse Gas Emissions, and adapting to climate change, as noted in the Official Community Plan (OCP)." Our watershed is of particular concern. While tiny in size and population, we believe Lions Bay nevertheless can and does contribute to this Metro 2050 goal through conservation and preservation efforts. We are in support of the strategies outlined to achieve these goals with the caveat that some may be better achieved with local municipal input.	Thank you for your comment.	No changes required.
City of Delta	E - Goal 3	n/a	Metro 2050 is largely silent on diking and dredging issues, but each of these are very important to Delta and to the region as a whole, from both environmental and economic standpoints. These issues should be given the status they deserve within the Metro 2050 plan and be supported by effective strategies to foster collaboration and advocacy with senior levels of government from a regional perspective, particularly in the context of natural hazards.	Please refer to action 3.4.2 e) supporting regional flood management and note that action 3.4.2. a) involves working with other partners, including the Federal Government and the Province, to identify and coordinate priority actions, implementation strategies, and funding mechanisms. Also refer to the advocacy actions to the Federal Government and the Province in 3.4.4 a) and d).	No changes required.
City of Delta	E - Goal 3	n/a	At the October 4, 2021 Regular Meeting, Mayor Harvie highlighted the importance of providing comments on Metro 2050 related to Delta's extensive diking system and the need for a coordinated dredging approach on the lower Fraser River. Staff offers the following comments on these issues: Delta's flood protection infrastructure protects over $6.5 billion of public and private property and over 9,000 ha (22,000 ac) of agricultural land from flooding. Delta is the hub for connecting Canada to global trade with critical transportation and utility infrastructure located within Delta's floodplain. Delta needs to be prepared to tackle climate change and sea level rise by upgrading and raising the City's dikes, seawalls, and pump stations. The City will require the assistance of senior levels of government to help fund these upgrades which are estimated to cost well over $1.2 billion. Given the regional significance of addressing this natural hazard, Metro 2050 could include strategies supporting advocacy in this area.	Please refer to action 3.4.2 e) supporting regional flood management and note that action 3.4.2. a) involves working with other partners, including the Federal Government and the Province, to identify and coordinate priority actions, implementation strategies, and funding mechanisms. Also refer to the advocacy actions to the Federal Government and the Province in 3.4.4 a) and d).	No changes required.
City of Delta	E - Goal 3	n/a	Metro 2050 is informed by the Climate 2050 strategic plan, on which Delta provided input. The strategies related to climate change in Metro 2050 align well with Delta's own plans and strategies, including the Invasive Species Strategy, Urban Forest Strategy, and Birds and Biodiversity Conservation Strategy. In addition, the tree canopy target of 40 percent in Metro 2050 coincides with the City's target of 40 percent canopy coverage in Delta's urban areas.	Thank you for the supportive comment.	No changes required..
City of Delta	E - Goal 3	n/a	Many of the updated policies in Metro 2050 around emerging issues like climate change, social equity, resilience, and housing affordability are in line with work that would support Delta's updated goals for climate action, biodiversity conservation, greenhouse gas emissions reduction targets, and the urban forest. Metro 2050 is also consistent with Delta's goals in the Community Energy and Emissions Plan and will be considered in the upcoming update of that plan.	Thank you for the supportive comment.	No changes required..
TFN	E - Goal 3	n/a	Re: Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts – TFN feels the need to include language on protection of natural assets, social and cultural sustainability that is specific to indigenous communities.	Please refer to the actions in Strategy 3.1 and 3.2 regarding the protection of natural assets, as well as the reference to cultural datasets in action 3.2.3 a) and 3.2.7 b), and collaborative actions with First Nations such as 3.2.4 a) and b). Actions 3.2.2b) and 3.2.7c) i) also speak to the need to consider the 'ecosystem services' (page 54) provided by natural assets.	No changes required.

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TFN	E - Goal 3	n/a	Re: Aspirational regional targets for the federation to collectively work toward for affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover – As stewardship of our lands and natural resources is a foundational principle of TFN Culture and beliefs, we would support stronger language on protection of existing biodiversity and shoreline protection. We continue to work on providing affordable housing opportunities in our nation and have made significant strides in the recent past.	Metro 2050 contains many actions under Strategy 3.1 and 3.2 that will support existing biodiversity. Recognizing the complexity of shoreline jurisdiction, an action has been included for Metro Vancouver to "advocate to the Federal Government and the Province to support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems". (Action 3.2.6b)	No changes required.
City of Delta	E - Goal 3	n/a	Metro 2050 includes a goal to increase the area of lands protected for nature from 40 percent to 50 percent of the region's land base by 2050. Currently, Delta lacks comparable ecosystem protection targets to increase protected land by 10 percent and staff will review the potential effect of implementing such a target going forward. However, as the home to the Burns Bog Ecological Conservancy Area covering over 2,300 ha (5,600 ac), a considerable amount of Delta's land is already protected and meeting the Metro 2050 goal for an increase in protected lands may therefore be challenging.	The 50% for nature regional target is aspirational and regional in application. 50% protection will be challenging for the region, and particularly for highly developed areas, but collectively it is possible to reach this target by protecting remaining sensitive, modified ecosystems across the region, and small young forests, or restoring and protecting other areas (e.g. daylighting streams). The intent is for each member jurisdiction to demonstrate how they are contributing to the federation collectively meeting the target.	No changes required.
City of White Rock	E - Goal 3	n/a	The City encourages Metro Vancouver to undertake / lead technical studies which evaluate the potential for risks arising as a result of climate change. Portions of the City of White Rock are recognized as being at risk of flooding. Sea level rise has the potential to place additional lands at risk of natural hazards. Small municipalities do not have the depth of resources necessary to advance technical studies of these potential hazards and therefore look to the region for leadership / support.	Acknowledged. Note that action 3.4.2. a) involves Metro Vancouver taking a more proactive role in working with others to identify hazards, risks, and vulnerabilities associated with climate change and natural hazards in the region.	No changes required.
City of Delta	E - Goal 3	n/a	Given the importance of agricultural lands to Delta and the region as a whole, staff note that the revised definition of agricultural lands in Metro 2050 (Page 20 in Attachment 'A') appears to open possibilities around the use of agricultural land that previously did not exist. In addition, Metro 2050 has removed the emphasis on food production stipulation for agricultural land, which should be carefully considered in the context of the use of agricultural lands for cannabis production and the need for regional food security.	Changes to the definition of agriculture and the specific reference to food production were adjusted in Metro 2050 after consultation with member jurisdictions and to more closely reflect the uses that are permitted in Provincial legislation. Limiting the scope and attention to food did not acknowledge nor recognize that other non-food operations take place on agricultural land. Metro Vancouver supports the importance of using agricultural land for food production as identified in the Regional Food System Strategy as well as in the Climate 2050 draft Agricultural Roadmap.	No changes required.
TFN	E - Goal 3	n/a	This needs to include social and cultural sustainability within member jurisdictions	Please refer to the actions in Strategy 3.1 and 3.2 regarding the protection of natural assets, as well as the reference to cultural datasets in action 3.2.3 a) and 3.2.7 b), and collaborative actions with First Nations such as 3.2.4 a) and b). Actions 3.2.2b) and 3.2.7c) i) also speak to the need to consider the 'ecosystem services' (page 54) provided by natural assets.	No changes required.
City of Richmond	E - Goal 3	Table 5: Major Natural Hazards...	Suggested Change: For the listed Natural hazard “Tsunamis”, add “Storm surges and King tides”, and add “Sea level rise” in the Related climate change impact column. Reason: Storm surges and king tides, which occur far more frequently than tsunamis, are exacerbated by sea level rise.	Note that both storm surge and king tides would already be considered as qualifying as (or contributing to) a coastal flood in Table 5.	No change required.

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City of Delta	E - Goal 3		The issue of dredging is not mentioned in Metro 2050. This is an oversight since a regional approach to dredging should be included due to its importance to the environment and economy. Delta has requested a regional environmental assessment of the Fraser River/Salish Sea to determine the cumulative impacts of development in the area and to develop a sustainable management plan for the Fraser River estuary. Including this issue in Metro 2050 by advocating for additional support from senior levels of government and designating it an issue of regional importance would give it the prominence it deserves.	Metro Vancouver also requested a regional impact assessment for the Fraser River Estuary during the federal regulatory review process in 2017. A sub-action to 3.2.6 has been added to reflect this advocacy role. In addition, Metro Vancouver is in the process of convening a task force to explore the reestablishment of Burrard Inlet Environmental Action Program (BIEAP) and Fraser River Estuary Management Program (FREMP) inter-governmental partnerships that coordinated the environmental management of two significant aquatic ecosystems in the Lower Mainland of British Columbia.	Add a new sub-action for MVRD under 3.2.6 (page 59) to "Advocate to Federal government and the Province to: c) undertake a regional impact assessment to inform the management of cumulative effects on the Fraser River Estuary." See notes for additional info.
City of Richmond	E - Goal 4	4.1.1, 4.1.2, 4.1.9	Suggested Change: Add references to climate adaptation / resilience to policies about housing assessments, strategies or action plans. Reason: Integrate climate adaptation / resilience.	It is up to each local government to identify climate adaptation and resilience as a priority in their housing needs reports or assessments. However, a reference to climate change and resilience in Policy 4.1.9 (c) relating to housing strategies/action plans has been added.	Change 4.1.9c) to read: identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, **climate change and natural hazards resilience**, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and
City of Vancouver	E - Goal 4	4.1.5	Staff are supportive of new enabling legislation for local governments to mandate affordable housing through inclusionary zoning powers, and note that advocacy should consider the balance needed between market-rate and below-market rate units in inclusionary developments to ensure financially feasible outcomes.	The importance of ensuring financially feasible outcomes when using inclusionary zoning is noted. Through Policy 4.1.5, Metro Vancouver is intending to advocate to the Province for the enabling legislation required so that local governments have the ability to require affordable housing through zoning. It would then be up to member jurisdictions to decide if/how they would utilize this regulatory tool in their unique local contexts.	No changes required.
City of White Rock	E - Goal 4	4.1.6	White Rock is strongly supportive of efforts by the region to advocate for funding and other interventions which will aid in the execution of local affordable housing strategies and measures that protect the affordability of housing, and the depth of housing options, for all current and future residents.	Thank you for your supportive comment.	No changes required.
Port Moody	E - Goal 4	4.1.8 (a)	Consider incorporating housing continuum language.	Housing needs reports and assessments are already required by provincial legislation to consider the entire housing continuum as a result of the information and data collection requirements. Policy 4.1.8 c)i) specifically requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No changes required.
Port Moody	E - Goal 4	4.1.8 (b)	Consider incorporating full spectrum of housing continuum to ensure there are no gaps.	Policy 4.1.8 c)i) requires that member jurisdictions identify in their RCS the local policies and actions that will contribute to increased supply of housing to meet needs across the housing continuum.	No change required.

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City of Vancouver	E - Goal 4	4.2.3	Staff are supportive of a regional target for transit-oriented affordable housing, as it is in line with city community plans and housing policies. Staff suggest further analysis to determine if 15% is the right target – i.e. exploring the delivery of rental and non-market housing near transit to date across the region to understand recent trends and future potential.	More guidance will be provided with regards to the definition of "affordable rental housing" that will be used to monitor progress toward this target and the regional growth strategy will be updated to reflect the definition, which will likely be based on a percentage of the Regional Median Household Income, broken out by number of bedrooms, and based on the data that is available to support monitoring of the target.	No changes required.
CNW	E - Goal 4	4.2.3	Council supports the added attention the updated plan gives to housing affordability and diversity, and is supportive of the concept of a region-wide aspirational target for affordable rental housing.	Thank you for your supportive comment.	No changes required.
City of Delta	E - Goal 4	4.2.3	Delta's planning efforts to meet these targets may not be accommodated solely within these designations. Metro's plan designates only Ladner as an urban centre and Scott Road the only major transit growth corridor. Delta anticipates growth and densification in many other areas of the City outside of these limited designations. Metro is asked to recognize that other areas of the City may also contribute to meeting targets for population growth.	Urban Centres and FTDAs were selected as the transit-oriented geographies that will be used to monitor Policy 4.2.3 given the regional significance of these overlays, and their direct ties to the regional growth strategy. The affordable rental housing aspirational target will allow us to monitor progress and adjust our efforts as needed over time, which could include widening the scope of the selected transit-oriented geography if needed in future. Member jurisdictions are welcome to put affordable housing in other locations with access to transit, services and amenities - this would be in addition to the 15% of new development the region is striving for in UC and FTDAs.	No changes required.
Port Coquitlam	E - Goal 4	4.2.3	The report identifies the following areas to provide comment to Metro Vancouver, such as: • adjusting the regional targets of 15% of new dwellings in Urban Centres and Frequent Transit Development Areas being affordable rental housing and achieving a 40% tree canopy target. Approaching these targets (40% of the region's dwelling unit growth and 50% of the region's employment growth in Urban Centres, and 28% of dwelling unit growth and 27% of employment growth in FTDAs) in Port Coquitlam would be challenging without applying new regional designations to at least one of our growth areas. The target of 15% affordable rental housing within Urban Centres and FTDAs would be particularly challenging for the City to contribute towards. Recent and on-going non-market rental projects are anticipated to provide a significant amount of new affordable rental housing in the City, and they were supported in part because they were proposed in transit-accessible locations in close proximity to amenities. However, the majority of the units will not be in Urban Centres or FTDAs. To come close to the regional target, the City would need to significantly increase its inclusionary zoning requirements (which require 10% of bonus density to be in the form of non-market rental housing), or provide municipal lands at no cost or nominal leases. Staff will continue to discuss with Metro Vancouver whether the regional target could be broadened from the Urban Centre and FTDA geography to include all new development within the Urban Containment Boundary.	Urban Centres and FTDAs were selected as the transit-oriented geographies that will be used to monitor Policy 4.2.3 given the regional significance of these overlays, and their direct ties to the regional growth strategy. The affordable rental housing aspirational target will allow us to monitor progress and adjust our efforts as needed over time, which could include widening the scope of the selected transit-oriented geography if needed in future. The affordable rental housing and tree canopy targets are aspiration and regional - meaning each member jurisdiction is asked to show how they are contributing to the collective action to reach the regional number overall by 2050.	No changes required.

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CNW	E - Goal 4	4.2.3	We encourage Metro Vancouver to consider refining the regional affordable housing target to better address and support the development of affordable housing in a wide range of contexts, including, for example, in shoulder areas and neighbourhoods with access to transit, services and amenities.	Urban Centres and FTDAs were selected as the transit-oriented geographies that will be used to monitor Policy 4.2.3 given the regional significance of these locations and their direct ties to advancing the objectives of the regional growth strategy. The affordable rental housing aspirational target will allow us to monitor progress and adjust our efforts as needed over time as data becomes available, which could include widening the scope of the selected transit-oriented geography if needed in future. Member jurisdictions are welcome to put affordable housing in other locations with access to transit, services and amenities - this would be in addition to the 15% of new development the region is striving for in UC and FTDAs.	No changes required.
Coquitlam	E - Goal 4	4.2.3	The 15% regional affordable rental housing target (4.2.3) within Urban Centres and Frequent Transit Development Areas should be reframed to better reflect the challenges and economics underlying the target. Current development within Coquitlam adjacent to the Evergreen Line can achieve this mark, however there may be potential burdens on some local governments with existing area plans. Further, it is unclear if the 15% target has been tested for economic viability or how this will be measured over time. The policy, and concomitant advocacy from Metro Vancouver to the federal and provincial governments, should explicitly recognize that additional supports from senior governments may be necessary to achieve this target.	More guidance will be provided with regards to the definition of "affordable rental housing" that will be used to monitor progress toward this target and the regional growth strategy will be updated to reflect the definition, which will likely be based on a percentage of the Regional Median Household Income, broken out by number of bedrooms, and based on the data that is available to support monitoring of the target.	No changes required.
TransLink	E - Goal 4	4.2.3	**Affordable Housing** Housing tenure and affordability near transit is an important consideration. Phase 1 of Metro Vancouver's Transit-Oriented Affordable Housing Study found that renter households, particularly those with lower incomes, are more likely to use transit. The Transit-Oriented Affordable Housing Study also demonstrated the importance of transportation costs to the overall transportation and housing cost burden. Access to frequent transit lowers transportation costs and improves access to services and employment. The creation of rental housing near frequent transit, particularly affordable housing, would help support transit ridership and meet the unmet housing demand that exists across the region. Strategy 4.2.3 sets out a target of 15% affordable rental housing in new and redeveloped Urban Centres and Frequent Transit Development Areas, with affordable housing defined as being affordable to households earning up to 120% of the Regional Median Household Income. Given the importance that transportation plays in the overall transportation and housing cost burden and the importance for transit ridership, TransLink encourages consideration of a higher percentage of affordable housing in transit oriented locations. Recognizing that every part of the region is unique and that an affordable housing target that is ambitious in one area may already be easily achieved in another area, TransLink encourages Metro Vancouver to consider geography-specific targets for different parts of the region. Setting a higher benchmark will position Metro Vancouver and TransLink to aim for higher affordability targets through collaborative work done in relation to Supportive Policies Agreements that are signed with municipalities ahead of major transit investments. This aligns with senior government priorities to leverage transit investments to increase the supply of affordable housing and will help advocacy efforts for more senior government funding for affordable housing.	Policy 4.2.3 is an aspirational regional target and sub-regional targets are not a consideration for Metro 2050 at this time, but that is something that could be explored in the future if member jurisdictions and the Board are supportive of that.	No changes required.

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DWV	E - Goal 4	4.2.3	Recent approvals of below-market rental housing in West Vancouver demonstrate our commitment to achieving this objective. However, 'affordability' is contextual and as such, requires greater clarity.	More guidance will be provided with regards to the exact definition of "affordable rental housing" that will be used to monitor progress toward this target and the regional growth strategy will be updated to reflect the definition, which will likely be based on a percentage of the Regional Median Household Income, broken out by number of bedrooms, and based on the data that is available to support monitoring of the target.	No changes required.
DWV	E - Goal 4	4.2.3 and 4.2.7	Revise action 4.2.3 to read as follows: "(Metro Vancouver will) encourage member jurisdictions to consider their housing needs in Urban Centres and Frequent Transit Development Areas and with particular consideration for affordable rental housing". Revise action 4.2.7(a) such that the expectation for Regional Context Statements are consistent with the requested change to action 4.2.3.	The intent of Policies 4.2.3 and 4.2.7(a) is to develop an aspirational regional target that will help us increase the region's share of affordable rental housing near transit. As such, these policies have been designed to be measurable and allow us to monitor progress and adjust over time. These suggested revisions do not achieve the objective of a measurable target.	No changes required.
City of White Rock	E - Goal 4	4.2.6	White Rock is strongly supportive of efforts by the region to advocate for funding and other interventions which will aid in the execution of local affordable housing strategies and measures that protect the affordability of housing, and the depth of housing options, for all current and future residents.	Thank you for your supportive comment.	No changes required.
City of Richmond	E - Goal 4	4.2.7	Suggested Change: In the list of policies and actions to identify in the Regional Context Statement, adjust (v) to include climate adaptation / resilience, or add (vi) "increased climate resilience" Reason: Integrate climate adaptation / resilience.	Thank you for your suggestion. This is captured in Policy 4.1.8c) viii.	No changes required.
Maple Ridge	E - Goal 4	4.2.7	K. Maple Ridge requests the following edit.in bold for draft policy 4.2.7: Member jurisdictions Will: 4.2. 7 Adopt Regional Context Statements that: c) encourage the use of -regulatory tools that protect and preserve rental housing; d) consider policies and actions that contribute to the following oμtcomes: i) encourage increased supply of affordable rental housing in proximity to transit and on publicly-owned land; ii) encourage increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss; iii) encourage protection and renewal of existing non-market rental housing; iv) encourage mitigating impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and	It is not clear what purpose these revisions (i.e. adding the verb 'encourage' throughout) serve as they do not appear to significantly change the intent of the policies.	No changes required.
DNV	E - Goal 4	4.2.7	Although the District is supportive of the provision of affordable housing in these areas, staff recognize that local priorities, community needs, land economics, and form of development considerations warrant a municipal-led approach to establishing affordable housing targets. The District has and continues to undertake considerable work in support of this, including the preparation of a Housing Needs Report, use of District-owned land for affordable housing, the Official Community Plan (OCP) Action Plan, and the Rental, Social and Affordable Housing Task Force's recommendations. It should also be noted that guiding legislation requires municipalities to address affordable, rental, and special needs housing in their OCP (Local Government Act, Part 14, Division 4) and a regional target is therefore unnecessary. In consideration of the above, staff propose requesting that Metro Vancouver replace the 15% affordable rental housing target with policy that requests municipalities to consider their unique housing needs in Urban Centres and FTDAs, including the provision of affordable rental housing in these· areas.	The intent of Policy 4.2.3 is to develop an aspirational regional target that will ultimately help the federation increase affordable rental housing near transit. As such, these policies have been designed to be measurable, allowing us to monitor progress and adjust our efforts as needed over time. This suggested revision does not achieve the objective of introducing a measurable affordable rental housing target into the regional growth strategy. Other policies in Goal 4 (e.g. 4.1.8 a), b), c)i., 4.2.7 d)i.) already encourage member jurisdictions to consider and work toward their unique housing needs, as identified in their housing needs report, and identify in their RCS other policies and actions that will increase the supply of affordable rental housing in proximity to transit.	No changes required.

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Langley City	E - Goal 4	4.2.7 a)	The City supports the goal of achieving a 15% affordable rental housing component within new development or redevelopments in the region. However, while non-market affordable housing units can be measured, monitored and secured through housing agreements, the affordable rental units offered through the housing market are not easily identified and can only be measured reliably at five-year intervals with Census data. In addition, the regional target makes no allowance for existing conditions at the local level. In 2016 for example, the City of Langley had the second lowest shelter cost for rented dwellings and the highest proportion of tenant households in subsidized housing in the region. An update to the City's Affordable Housing Strategy will be required in order to determine an appropriate contribution to the regional target.	The aspirational regional target for affordable rental housing will track newly completed purpose-built rental units near transit. It is recognized that each member jurisdiction has different markets, and will have different capacities, opportunities and challenges to working towards this regional target.	No changes required.
Pitt Meadows	E - Goal 4	4.2.7(d)	With regards to proposed policy 4.2.7d), in contrast to most other communities in Metro Vancouver, Pitt Meadows has very little purpose-built rental housing. Much of the affordable multi-family housing stock is in the form of co-ops that were built in the 1970's and 80's. We anticipate that our policies will be focused on the construction of additional rental housing, and the support and encouragement of increased rental hosuing on co-op land. Therefore, we request the Metro Vancouver consider revising or adding policies to include the protection of cooperative housing.	For the purpose of measuring progress toward the target outlined in policies 4.2.3 and 4.2.7(d), we will only be able to monitor purpose-built rental housing due to data availability. However, Goal 4 also encourages member jurisdictions to identify in their RCS any policies or actions that contribute to increased diversity of housing tenure options, such as cooperative housing (4.1.8(c)iii)), and the protection and renewal of existing non-market housing (4.2.7(d)iii)).	No changes required.
City of Vancouver	E - Goal 4	4.3.5, 4.3.7	Staff are supportive of Metro Vancouver accepting Regional Context Statements that indicate how municipalities will collaborate with senior levels of government and partners to increase the supply of permanent, affordable, and supportive housing units and pathways out of homelessness. Staff also suggest that Metro Vancouver has a role to play in coordinating and facilitating a regional approach to homelessness with member municipalities, non-profit housing and homelessness service providers, and other levels of government.	Policy 4.3.2 states that Metro Vancouver will collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.	No changes required.
City of Vancouver	E - Goal 4	4.3.6	Staff are supportive of Metro advocacy to senior levels of government on rent supplements and shelter assistance rates. However, there also needs to be a discussion about the high cost of living and construction in Metro Vancouver cities – often the level of rent supplement provided under existing programs is not sufficient to enable low-income households to stay in cities or support financially viable housing construction. This can lead to geographic equity problems with rent supplement programs	Thank you for your supportive comment. We have added geographic and cost of living considerations to the wording of Policy 4.3.6.	Change Policy 4.3.6 to read: Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits **in a way that takes into account geographic and cost of living considerations**, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.
Lions Bay	E - Goal 4	n/a	Goal 4: Develop Complete Communities As outlined in Metro 2040 and our OCP, the Village is not anticipated to see significant levels of growth, given that there is a limited supply of land to accommodate new development. Lions Bay is too small to be a complete community in terms of the Metro vision of walkable/transit-orientated centres that provide employment, amenities, or services close by. The Village is largely a community of single family homes. Housing choices also include apartments and town homes in the centre of the Village and above-ground secondary suites scattered throughout the municipality. In the past two years, there has been a significant influx of young families as homes were snapped up in the hot COVID-19 property market, offering city dwellers more living space and easy access to outdoor activities (e.g. trails, beaches, cul de sacs). Ten years ago, secondary suites were legalised to provide rental opportunities and Council is currently considering an incentive to increase the availability of suites for rent. That being said, opportunities for providing different housing forms for those at different stages of their life may be considered, in consultation with the community, and within the context of compatibility with the character of the Village.	Formerly under Goal 4 in Metro 2040, Complete Communities are now covered in Strategy 1.3 (in Metro 2050) and are intended to provide flexibility for communities like Lions Bay.	No changes required.

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City of Delta	E - Goal 4	n/a	Staff also note the existence of strategy 4.3 'Meet the needs of lower income households and populations experiencing or at risk of homelessness' as a new and important strategy in Metro 2050 compared with Metro 2040. In addition to this strategy, Metro Vancouver could consider specifically referencing inclusive housing as one more way to support the creation of a variety of housing to meet the needs of residents throughout the region.	Goal 4 emphasizes the need for diverse and affordable housing options that meet a variety of needs (e.g. family-friendly, age-friendly, and accessible housing, and multi-unit housing that promotes social connectedness).	No changes required.
City of Delta	E - Goal 4	n/a	Aside from these concerns, Delta's existing and forthcoming housing plans meet most of the Metro 2050 requirements for member jurisdictions related to housing. Delta's Housing Needs Assessment and forthcoming Housing Action Plan, which is expected to be completed by the end of 2021, align with Metro 2050. Delta's Regional Context Statement can include any additional policies and actions not already covered by the Housing Action Plan.	Thank you for your comment.	No changes required..
TFN	E - Goal 4	n/a	This goal needs to include promotion of adequate supply; expansion of rental housing; and advocacy for greater funding support within indigenous communities	Policy actions 4.1.8 c)(i) and 4.3.6 encourage increased supply of adequate, suitable, and affordable housing. Strategy 4.2 is focused entirely on the expansion and renewal of rental housing. Policy 4.1.7 states that Metro Vancouver will advocate to the Province for expanded funding maximums and eligibility that support Treaty and Non-Treaty First Nations in developing housing needs reports or assessments to ensure a complete regional and provincial understanding of housing needs, and to help inform local plans, policies, and development decisions.	No changes required.
Coquitlam	E - Goal 4	n/a	Some policy actions are highly detailed and directive, particularly in consideration of Metro 2050 as a long-term regional document. We suggest that it is more appropriate that these areas are vested with local governments, who are best equipped to know and determine local needs and context. Examples include requiring communities to identify strategies to increase community acceptance of different housing types (4.3.7 b), increasing social connectedness (4.1.8 c. vi) or high-quality urban design (4.1.8 c vii). With respect to these directions, wording should be softened to “consider” or “explore” in lieu of “require” or similar language.	These policies were informed by the latest housing policy research, best practices, and recommendations from member jurisdictions in an effort to increase social connectedness in multi-unit housing and community acceptance of affordable and supportive housing.	No changes required.
CNV	E - Goal 4	n/a	For example, we have some concern that the lack of jurisdiction specific affordable housing targets or commitments and the sub-regional approach to housing projections, in general, removes a layer of responsibility and accountability for housing objectives. This could result in those who are proactive in delivering affordable housing and facilitating new housing supply to bear more of the cost and carry the rest of the Region in this regard. In addition, as member jurisdictions are delivering on our commitments to the Region, we need all levels of government to be at the table to provide the funding and infrastructure necessary to support growth.	Thank you for your comment.	No changes required.
Coquitlam	E - Goal 4	n/a	Provincial government released the “Opening Doors: Unlocking Housing Supply for Affordability” report In summer 2021. On the whole, Coquitlam supports increasing housing supply as one means to improve afford ability. Metro 2050 policies should be reviewed to ensure that they don’t lead to inadvertent conflicts with the “Opening Doors” recommendations.	Metro 2050 includes a number of policies supportive of increasing the supply and diversity of housing choices, in particular affordable rental housing in transit-oriented locations. These policies have been developed and reviewed by staff at the Ministries of Housing and Municipal Affairs and have been informed by the latest housing policy research and best practices. Should the Province propose moving ahead on any of the recommended actions of the Opening Doors final report, Metro Vancouver will collaborate with member jurisdictions to understand what, if any, impacts there could be on Metro 2050, local OCP policies, or other plans/strategies and if any responses are needed.	No changes required.
City of Richmond	E - Goal 4	Preamble	Suggested Change: Reference climate-related impacts in planning for and developing housing. Reason: Climate change mitigation and adaptation / resilience are already important for housing, including Step Code requirements and extreme heat impacts on vulnerable populations.	Thank you for your suggestion, support adding language to the preamble to more explicitly draw the connection between these inter-related objectives.	Add language (or symbols/icons) to the preambles of all Metro 2050 Goals to draw a clearer connection between interrelated topic areas.

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City of Vancouver	E - Goal 4	Preamble	Metro 2050 is the first Metro Vancouver Regional Growth Strategy to include a stand-alone housing goal, a reflection of the growing urgency of housing affordability pressures across the region. The preamble outlines the housing challenges facing households across Metro Vancouver, and acknowledges that a diverse mix of housing types and tenures are needed to address these challenges, in cooperation with government and sector partners. Overall Goal 4 is well aligned with Vancouver's Housing Vancouver Strategy, with a parallel structure, goals, and actions. In the second paragraph, it may be valuable to connect the objectives under Goal 4 with the objectives of the Transportation, Complete Communities, and Climate Change goals	Thank you for your supportive comments; support adding language to the preamble to more explicitly draw the connection between these inter-related objectives.	Add language (or symbols/icons) to the preambles of all Metro 2050 Goals to draw a clearer connection between interrelated topic areas.
CNW	E - Goal 4		Council also supports more focus on finding ways to better achieve affordable housing goals, such as building regional services to support implementation of inclusionary housing policies, build community acceptance of affordable housing proposals, and provide continued regional analysis and innovation around funding transit-oriented affordable housing.	Thank you for your comment.	No changes required.
City of Richmond	E - Goal 5	5.1	Suggested Change: Consider use of "active transportation and micro mobility" instead of only "cycling and walking" Reason: To capture rolling modes as well as low-powered personal mobility devices such as electric kick scooters.	Support this change to capture rolling modes and emerging micro-mobility devices.	Replace all (16) instances of "active transportation" to "active transportation and micro-mobility." Replace all (4) instances of "cycling and walking" to "walking, cycling, and rolling." Replace (1) instance of "walking and cycling" to "walking, cycling, and rolling." (Commas may be needed, depending on context of sentences - e.g. if "transit" is also included.)
City of Vancouver	E - Goal 5	5.1.10	Consider specifically referencing bridges and other pinch points which can become major barriers or bottlenecks to safe, all ages and abilities active transportation. "Operating" reads as "maintaining" consider tweaking langue from "expanding and operating" to, "expanding and upgrading" to support safe, convenient, direct active transportation connections for all ages and abilities.	"Operating" is important to keep in the language, but will add "upgrading" as it is distinct from both expansion and operation. The specific reference to bridges and pinch points is too granular for this RGS funding policy, which speaks generally about active transportation, alongside transit.	Update the language to read: "...provide increased, reliable and sustainable funding for expanding, upgrading and operating:"
Port Moody	E - Goal 5	5.1.14	Suggested new wording for preamble: "Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:"	Have elected not to employ a hierarchy of transportation modes for Metro 2050.	No changes required.
City of Vancouver	E - Goal 5	5.1.14 b)	Mobility pricing included in an earlier draft of the RGS but is removed in the current draft. Given that it has demonstrated significant behaviour change, staff suggest including mobility pricing as a key action. Mobility pricing also has the potential to be a key tool in helping the region achieve its climate change targets.	Mobility pricing is noted in Metro 2040 as one option for demand management strategies in policy 5.1.7(d). This policy remains unchanged in Metro 2050. The Metro Vancouver Board has given clear direction through the development of Metro 2050 that TransLink should lead any future discussions on mobility pricing for the region.	No changes required.
City of Vancouver	E - Goal 5	5.1.14 c)	Enhanced walkability measures were included in an earlier draft of the RGS but it has been simplified to "Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking." Staff suggest the inclusion of enhanced walkability and cycling measures for all ages and abilities, including providing direct and comfortable connections that serve everyday destinations such as commercial areas, transit stations, schools, and community centres to encourage the importance of other modes of transportation for all trips.	The idea of direct, comfortable, all ages and abilities connections to everyday destinations warrants inclusion. This addition fits best within 5.1.14 (f).	Update 5.1.14(f) to read: support implementation of local active transportation facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, ~~or~~ Major Bikeway Network, transit services and everyday destinations.
Port Moody	E - Goal 5	5.1.15	Consider including a new role for Translink "work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities".	The provision of station amenities, while valuable, is better suited to Transport 2050 than the regional growth strategy.	No changes required.

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City of Vancouver	E - Goal 5	5.1.15 d)	Consider being more explicit about ensuring that new and emerging technologies complement compact, complete, walkable and bikable communities, and mass transit. New technology should not exacerbate auto-oriented urban sprawl or work against efforts to prioritize healthy, low cost active transportation and mass transit.	Thank you for your comment. Further research is required on how Metro Vancouver, TransLink and member jurisdictions can ensure that new and emerging transportation technologies support urban containment and compact, complete communities. When this research has been completed, actions can be incorporated into Metro 2050 as appropriate to address this important issue.	No changes required.
City of Richmond	E - Goal 5	5.1.15(e)	Suggested Change: Rephrase "support the development of safe and comfortable regional cycling networks" Reason: 5.1.10(b) references the "Regional Cycling Network" (RCN=RGN+MBN) while the reference in 5.1.15(e) is not capitalized and is plural. Need consistency and clarity: does this mean support "local" cycling networks being developed by member jurisdictions that connect to the RCN?	This policy was meant to refer to both local cycling networks and the Regional Cycling Network. The language will be updated accordingly.	Change the policy to read: "support the development of safe and comfortable ~~regional~~ cycling networks, including both the Regional Cycling Network and local infrastructure, serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;
City of Vancouver	E - Goal 5	5.1.6	Staff suggest strengthening language and including a desired outcomes of reducing dependency on private automobiles/reducing car ownership/reducing the number of vehicles/prioritizing sustainable transportation/enabling other uses of public space	Several of these suggestions are overlapping, but the idea of reducing the number of vehicles, in particular, warrants inclusion.	Update the language to read: "...seeks to right-size the supply of parking in the region, reduce the number of vehicles, make more efficient use of the limited land supply,..."
FVRD	E - Goal 5	5.1.9	The FVRD supports the coordination of transportation planning and infrastructure projects in the Lower Mainland.	Thank you for your comment.	No changes required.
Port Moody	E - Goal 5	5.2 MV Role	Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list]."	While the current language specifically refers to funding programs for applied research, the meaning appears to be consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives.	No changes required.
Port Moody	E - Goal 5	5.2.5 (c)	Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?	This policy relates to system management and demand management, so transit expansion is outside its scope.	No changes required.
City of Richmond	E - Goal 5	5.2.5(d)	Suggested Change: Include rationale for collecting the data Reason: As has been done for other points within 5.2.5, clarify what is the purpose of the action (i.e., reason for collecting the data, how will it be used to support the strategy)	Have attempted to keep these actions as concise as possible. The rationale for the 5.2.5 sub-policies is shown at the top of 5.2.5: i.e. "to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services..."	No changes required.
Maple Ridge	E - Goal 5	5.2.6	In response to· policy 5.2.6, Maple Ridge requests advocacy from Metro Vancouver to CP Rail and· CN Rail to address noise and vibration concerns caused by freight movement through Maple Ridge.	Policy 1.2.22 will be updated to reference "rail companies" alongside the port and airport.	Update 1.2.22: "Advocate to the Federal Government and the Province requesting that they support local community concerns and public health by ensuring that the Vancouver Fraser Port, rail companies, and airport operators continue with efforts to measure, report, and manage traffic, noise, air pollution, and vibration impacts on adjacent communities."

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City of Vancouver	E - Goal 5	5.2.6 b)	Staff are supportive of this action, and recommend broadening the language of supporting goods movement via "roads, highways, railways, aviation, and short sea shipping" to also include active transportation.	Although active transportation is a small component of the goods movement system, it is a growing alternative and warrants inclusion.	Update language to read: "roads, highways, railways, aviation, ~~and~~ short sea shipping, and active transportation."
City of Richmond	E - Goal 5	5.2.6(d)	Suggested Change: Adjust wording to accommodate municipalities that do not have designated truck routes Reason: More flexible for municipalities that do not have designated truck routes.	As this policy is about reserving the potential for goods movement (not about identifying truck routes), member jurisdictions that permit trucks on any road will, by default, be supporting this policy on a city-wide basis.	No changes required.
FVRD	E - Goal 5	5.2.9	As the FVRD is at the end of the Lower Fraser Valley Airshed, it is greatly affected by air quality and supports efforts to minimize negative impacts to air quality. The FVRD remains opposed to waste incineration.	Thank you for your comment.	No changes required.
Port Moody	E - Goal 5	General	Consider including new policies that relate to how Metro 2050 will address the impact of autonomous vehicles.	Thank you for your comment. Metro Vancouver will convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.	No changes required.
City of Delta	E - Goal 5	n/a	In addition to Scott Road, Mayor Harvie and Council have been very active in advocating for increased transit service throughout Delta. Although this issue is rightly connected via Metro 2050's coordination with Translink's 2050 plan, it is worth noting here the importance of transit service to Delta's industrial areas, connections with Delta's lone designated urban centre, and the goal of enhanced service throughout the community. It is also recommended that Metro 2050 address the need for wider access to transit, even in those areas which are not included within the "Urban Centre" or "Frequent Transit Development Area" designations. This is especially important in Delta's industrial areas, which are geographically separate from other forms of intensive urban development but which offer significant economic and employment opportunities.	5.2.7 (d) requires TransLink to: "contin[ue] to identify viable new opportunities to create and improve active transportation and transit linkages between the region's Industrial and Employment lands and the regional labour force." Transport 2050 also contains a new Inter-Regional Network concept intended to link areas not included as Urban Centres and FTDAs.	No changes required.
TransLink	E - Goal 5	n/a	*Mitigating land speculation and price inflation* Growth designations in the RGS can have implications for affordability and can drive up the cost of land in anticipation of higher density zoning, reducing the feasibility of affordable transit-oriented housing. TransLink would welcome more specificity in Metro 2050 on tools and strategies to mitigate the inflation of land prices as a result of land use designations and to incentivize increased development of affordable housing. Rezoning can also hasten the replacement of existing affordable housing with more expensive housing forms without appropriate strategies in place. Tools are needed to ensure the protection and expansion of transit-oriented affordable housing in the face of rising unaffordability and displacement.	These are valid, complex concerns that require further exploration through subsequent Metro Vancouver research (e.g. on housing affordability, regional land use modeling, etc.). Once strategic directions and tools have been developed, these ideas could be incorporated into Metro 2050 through the amendment process.	No changes required.
City of Delta	E - Goal 5	n/a	For some time, Mayor Harvie has also advocated for Highway 99 corridor to become a future green facility. Such a designation could serve as a model for future conceptions of major transportation infrastructure throughout the region, particularly related to appropriate locations for green transportation infrastructure. Metro 2050 also misses noting Highway 17 (South Fraser Perimeter Road) as a major highway on maps within Metro 2050 that show roadways of this designation. This is a major corridor for both goods movement and commuting and as such, it should be included in maps that show the region's major highways.	Highway 17 will be added to the Major Highways layers on the relevant maps.	Update the Major Highways layer on Maps 2, 3, 6, 7, 8, 10, and 11.
CNW	E - Goal 5	n/a	Council also encourages Metro Vancouver to ensure the actions proposed for member jurisdictions, especially when it comes to supporting sustainable transportation, are as clear and actionable as possible. There are multiple jurisdictions that influence the way we move, and we wish to ensure that the city and region are set up for success by having clear policy that we are able to implement and advance.	Thank you for your comment.	No changes required.

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City of Delta	E - Goal 5	n/a	While the concept of focusing development in urban centres and frequent transit development areas largely makes sense, the geography of Delta, combined with existing limits to transit service delivery, render this concept challenging at the local level. At minimum, the future R6 RapidBus service along Scott Road should be identified in Metro 2050 so the frequent transit development area that follows could be included in the plan from the outset of the service. it would be appropriate for Delta to advise Metro of its intention to recommend the designation of Scott Road as a "Frequent Transit Development Area" when it presents its updated Regional Context Statement following adoption of Metro 2050.	Scott Road is part of the Major Transit Network and is identified on Map 5 as a Major Transit Growth Corridor. *Metro 2050* does not include changes to regional land use designations, Urban Centres or Frequent Transit Development Areas. However, Scott Road's MTGC status makes it a future candidate for an FTDA.	No changes required.
CNW	E - Goal 5	n/a	Alongside focusing growth in centres and transit-oriented areas, walking and cycling infrastructure improvements are needed to ensure that getting to transit is as easy, safe, convenient and comfortable as possible. New Westminster has the benefit of being served by several rapid transit stations, and our particular challenge is ensuring that all community members have access to this mode of yransportation. Council supports including actions around improving “first and last mile” connections in the regional plan.	Policy 5.1.14 (f) will be updated to reflect the need for walking and cycling connections to transit.	Update 5.1.14(f) to read: support implementation of local active transportation facilities that provide direct, comfortable, all ages and abilities connections to the Regional Greenway Network, ~~or~~ Major Bikeway Network, transit services and everyday destinations.
TFN	E - Goal 5	n/a	Re: Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on Employment lands near rapid transit stations – Though TFN is not near a rapid transit station, it hosts large regional employers (e.g., Amazon) in our industrial lands. As our industrial lands develop further and attracts regional workforce, we need flexibility to develop housing for the labour force. We also need enhanced transit options and connectivity for the workforce, and we would appreciate regional assistance and advocacy on our behalf in the development of these connections.	5.2.7 (d) requires TransLink to: "contin[ue] to identify viable new opportunities to create and improve active transportation and transit linkages between the region’s Industrial and Employment lands and the regional labour force." Transport 2050 also contains a new Inter-Regional Network concept intended to link areas not included as Urban Centres and FTDAs.	No changes required.
TFN	E - Goal 5	n/a	This goal needs to include identifying major employers in member jurisdictions and combating economic barriers to employment and enhancing transit and transportation choices within member jurisdictions, especially those that do not benefit from the major transit growth corridor designations.	5.2.7 (d) requires TransLink to: "contin[ue] to identify viable new opportunities to create and improve active transportation and transit linkages between the region’s Industrial and Employment lands and the regional labour force." Transport 2050 also contains a new Inter-Regional Network concept intended to link areas not included as Urban Centres and FTDAs.	No changes required.
City of Delta	E - Goal 5	n/a	Finally, Metro 2050 is showing a new regional greenway linking the Metro Vancouver Boundary Bay greenway to River Road West. If this facility is implemented, it would be a great connection for the community and tie in well with Delta's efforts to promote and provide appropriate facilities to support cycling and other active modes of transportation.	Thank you for your comment.	No changes required.

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TransLink	E - Goal 5	n/a	**Major Transit Network and Major Transit Growth Corridors** Transport 2050 identifies that there are multiple layers to the transit network with each serving a purpose. The Major Transit Network (MTN) is a new layer being introduced in Transport 2050. The MTN is the highest order of transit with services that are high capacity, high frequency, fast and reliable, and travel in dedicated rights of way. At the same time, Metro 2050 proposes the new Major Transit Growth Corridor (MTGC) concept. This new organizing principle for growth will help support the success of the MTN network and further focus growth in the most transit supportive areas. The Major Transit Growth Corridors have been identified as good potential locations for regionally significant levels of transit-oriented growth. Previously, Frequent Transit Development Areas (FTDA's) were intended to be located on the Frequent Transit Network. As TransLink continues to expand the Frequent Transit Network in the future, it will become less effective as an organizing principle for focusing the location of regional growth. The new requirement for FTDA's to be located within the MTGC's creates a strong link between growth and transit infrastructure, helps to support the emerging MTN network, and appropriately focuses growth in the right areas. TransLink supports the approach taken in Metro 2050 wherein only the most growth-appropriate locations along the MTN are designated as MTGC's. At the same time, Metro 2050 could provide more clarity on how these corridors were selected. It is important to emphasize that transit is an important but not exclusive feature of how the MTGC's were identified. TransLink would be supportive of including the principles upon which the MTGC's were selected in the Metro 2050 document to enhance transparency and effectiveness: • anchored by Urban Centres or FTDAs, • connected by the Major Transit Network, • generally resilient to natural hazards, • accessible to jobs and services, and • walkable.	The five selection principles for Major Transit Growth Corridors are featured (on page 15) in the Metro 2050 draft.	No changes required.
DNV	E - Goal 5	n/a	As reflected by our Official Community Plan, the District strongly supports the core principle of containing and concentrating growth in areas that can be serviced by reliable transit and utilities. Accordingly, we are concerned by the omission of Maplewood Village Centre· and Tsleil-Waututh Nation's Statlaw District from the proposed Major Transit Growth Corridors (and Translink's interconnected Major Transit Network). Recent decisions of the Metro Vancouver Board regarding changes to the urban containment boundary and disproportionate financial support for sprawl add to these concerns	A key condition to identifying the MTGCs is the association with the Major Transit Network in Transport 2050. The requested extension would not meet this condition. Metro 2050 can be amended to reflect new or amended MTGCs at any time in the future through the amendment process, once the conditions better suit the addition of the overlay and the District has completed the local planning work east of Phibbs Exchange to determine the appropriateness of growth in the area. Further, policy 1.2.24 c) iii) states that member jurisdictions should adopt policies that encourage infill and intensification within walking distance of the Frequent Transit Network in general; therefore nothing would preclude the District from undertaking neighbourhood planning for this area at any time.	No changes required.
City of Delta	E - Goal 5	n/a	Metro 2050 appropriately links to Translink's Transport 2050 plan, the development of which Delta has been involved with. This is a positive aspect of Metro 2050 - ensuring the interconnected plans work well together.	Thank you for your comment.	No changes required..
SLRD	E - Goal 5	n/a	Transportation planning should consider the recreational transportation needs of Metro Vancouver residents, not just the employment transportation needs, noting that adjacent regional districts continue to experience the pressure of Metro Vancouver residents' transportation choices to/for recreation (e.g. skiing, biking, hiking, etc.). Collaboration, planning and advocacy is needed to encourage and provide for sustainable transportation options to address greenhouse gas emissions, air quality and traffic/parking issues.	Policies regarding transportation connections between adjacent regional districts are not exclusive to commuter transportation. The policies are general enough to encompass recreational transportation impacts.	No changes required.

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Lions Bay	E - Goal 5	n/a	Goal 5: Support Sustainable Transportation Choices Council strongly supports the concept of Frequent Transit Corridors as an efficient use of funding to expand TransLink services within compact urban centres pegged for development, and in order to encourage ridership as a means to reduce the region's GHG emissions due to transportation. Although Lions Bay is largely – of necessity – car dependent, Council and residents strongly support the ongoing provision of a bus service to the Village and will continue to encourage ridership. We are seeing a healthy number of electric vehicles (EVs) in the community and continue to seek grant funding for the installation of a fast charger for the use of both residents and visitors traveling on the Sea to Sky Highway. We look forward to the outcome of BC Hydro's pricing restructuring in the hope that electricity will be more affordable for EVs owners in Lions Bay, since most residents are subject to Step 2 rates for the bulk of their billing cycle due to electric heating.	Thank you for your comment.	No changes required.
City of Richmond	E - Goal 5	Preamble	Suggested Change: Consider additional reference to micro mobility and Autonomous Vehicles. Reason: Current wording does not capture emerging trends in personal mobility devices and autonomous vehicles, which are reflected in the "big moves" in draft Transport 2050 material.	Support adding reference to micro mobility and AVs to ensure alignment with Transport 2050.	Add a sentence referencing micro mobility and AVs in the Goal 5 preamble.
CNV	F - Implement.	6.15	A number of policies have been drafted to allow for context specific interpretation. We are looking forward to the publication of the implementation guidelines to provide clarity on the intent as well as the "how" for local implementation. The guidelines should enable member jurisdictions to deliver on the actions and policy directions in a relatively coordinated and consistent approach across the Region.	The associated Metro 2050 implementation guidelines will be prepared in collaboration with local governments and stakeholders.	No changes required.
City of Burnaby	F - Implement.	6.2.7 b)	Staff support protecting Employment Lands. However, the new provision to permit residential uses on some Employment Lands is no substitute for the previous ability to redesignate Employment Lands to General Urban. Firstly, Burnaby's Employment Lands that are close to rapid transit stations are all outside current Urban Centres and FTDAs so the new provision would not apply to them. (e.g. lands located around Gilmore, Holdom, Lake City Way and Production Way SkyTrain stations). Secondly, adding residential to Employment Lands does not address the many other types of uses, such as commercial and institutional uses, that are permitted under the General Urban designation. **Staff request that Metro 2050 retains the provision, included in Metro 2040, for members to re-designate Employment Lands to General Urban if they are within 150 metres of a rapid transit station.** As before, this should apply to any existing or approved rapid transit station (i.e. not be limited to rail stations).	The adjustment to policy 6.2.7 b) and 2.2.9 d vi) were intended to be somewhat offsetting, with the overall intent to protect Employment lands, which by allowing some flexibility. New Urban Centres or FTDAs can be created to allow the use of the new 2.2.9 d vi) provision. Member jurisdictions can apply to amend the regional growth strategy from time to time in accordance with the amendment procedures to consider exceptions, as required.	No
City of Vancouver	F - Implement.	6.2.7, 2.2.9	There is a need to provide temporary emergency housing for those experiencing homelessness on lands that may not be designated to allow residential uses such as industrial or employment. The RGS does not contain a flexibility provision to allow temporary conversions to allow housing on these lands where the long term industrial and employment intent for the designations remain. Consider amending provision 6.2.7 and 2.2.9 (d) (V), to permit residential uses on lands designated employment or industrial subject to the housing being made available exclusively to persons experiencing, or at risk of experiencing homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).	The RGS does not consider or have allowance for 'temporary' uses. Section 6.2.7 does provide municipalities with the ability to make small adjustments in terms of changing regional land use designations, which could be used to address such situations.	No
City of Delta	F - Implement.	6.3.3	In addition to comments on the goals of Metro 2050, staff note that some procedural changes for amending the Regional Growth Strategy are proposed (see Section 6.3.3). These changes would remove the requirement for a Public Hearing for Type 2 amendments, although these amendments would still require an affirmative two-thirds weighted vote of the Metro Vancouver Board and would have a 45-day period for public comment. Metro 2050 also enhances transparency and public access by contemplating several new opportunities for public input in lieu of a Public Hearing.	Thank you for your comment.	No changes required.
City of Burnaby	F - Implement.	6.4.4 c)	Amendment Process Timeline - Staff support these changes, but have suggested adding a time limit to the public engagement opportunities so there is more certainty for members on the total length of time the amendment process will take. A timeline of 45 days is suggested to make this consistent with the local government commenting period.	The minimum number of days was increased from the earlier minimum of 30 to 45, in order to provide adequate time for affected local governments to prepare comments. Metro Vancouver strives to process the applications as quickly as possible, while completing the required steps in the process and respecting member jurisdictions' Council schedules and ability to receive reports.	No changes required.

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FVRD	F - Implement.	6.7.1	The FVRD supports working with Metro Vancouver to facilitate the compatibility of regional planning between jurisdictions, respecting the differences between each region.	Thank you for your comment.	No changes required.
Township of Langley	F - Implement.	6.9.1	3. Policy 6.9.1 Draft policy action 6.9.1 reads as follows: "Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified on Map 12 as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations." Policy 6.9.1 in Metro 2040 currently reads as follows: "Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as "Rural within the Sewerage Area" includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as "Sewerage Extension Areas" known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations." There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050: • In draft Metro 2050, regional sewer servicing in the "Rural within the Sewerage Area" (i.e. south Salmon River Uplands) is subject to "the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations." Under Metro 2040, there are no conditions of regional sewer servicing in this area. • In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed. The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.	The wording of 6.9.1 in Metro 2040 does not grant any special considerations for sewer servicing to the lands identified on Map 12 as "Rural within the Sewerage Area". It only identifies that the area so identified includes "part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area." The stipulation that has been added about "land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations" is provided for clarity only, and no conditions have been added or removed. The references to North Salmon River Uplands and South Fernridge in Metro 2040 were inadvertently removed from the Metro 2050 wording and will be added back.	Change the policy to add the following text in bold to 6.9.1: "...and within the area identified on Map 12 as "Sewerage Extension Areas", **known as North Salmon River Uplands and South Fernridge,** regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation ..."
City of Richmond	F - Implement.		Goal 5 - Suggested Change: Add a metric for road safety. Reason: The heading is titled “Road and Vehicle Use and Safety” but neither of the listed metrics are safety-related.	Metro Vancouver currently tracks collisions as a Metro 2040 Performance Measure under the Context Measure category. However, since the metric described here is not safety-related, the words "and Safety" will be removed. Metro may continue monitoring collisions, but this need not be part of the Metro 2050 bylaw.	Delete the words "and Safety."
CNV	G - Performance Measures	n/a	Broadly, there should be an ongoing conversation at the Region about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy and more. Every member jurisdiction has to take responsibility and have accountability to deliver what is needed in the Region to support both current and future residents.	Thank you for your comment.	No changes required..

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DNV	General	1.2.24 (b)(iv); 2.2.9 (c) (iv) and (ix); 4.2.3; 4.2.7 (a); 5.1.6 (a), (b) and c); 5.1.14 (b)	Revise language in Metro 2050 in relevant listed sections and others as applicable, acknowledging municipal jurisdiction in items related but not limited to land use, built form, urban design, parking, and local transportation demand management. For example, this may include rephrasing policy 'directions throughout Metro 2050 for consistency by focusing on desired regional outcomes (e.g., increase supply of affordable housing, reduce congestion, improve goods movement, etc.) rather than local implementation strategies within municipal jurisdiction (e.g., requesting member jurisdictions to alter parking requirements in Urban Centres and FTDAs through their respective Regional Context Statement).	Policy 1.2.24 b) iv) is a policy to manage parking supply in Urban Centres and FTDAs which was carried forward from Metro 2040 to which DNV is a signatory. Staff are supportive of revising 1.2.24 b) iv) to read "support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums." Policy 2.2.9 c) iv) encourages industrial intensification / densification of industrial activities on Industrial lands, as may be contextually appropriate, while 2.2.9 c) ix) references consideration for appropriate urban design guidelines for industrial edge planning. Policies 2.2.9 d) iii) and 2.2.9 d) iv) for Employment lands make references to supporting large scale commercial uses and higher density commercial and light industrial uses on such lands in Urban Centres or Frequent Transit Development Areas. Policy 4.2.3 is an action for Metro Vancouver. Policy 4.2.7(a) specifically states that member jurisdictions should work toward the regional target that 15% of new housing in UCs and FTDAs be affordable rental housing using actions that are appropriate in their local contexts.	Revise 1.2.24 b) iv) to read "support modal shift by establishing or maintaining reduced residential and commercial parking requirements in Urban Centres and FTDAs and consider the use of parking maximums."
DNV	General	n/a	Metro Vancouver's Board Strategic Plan and Long-Term Financial Plan should align with the principle that revenues associated with growth pay for the impacts of growth. As all levels of government work together to achieve a more resilient region it's critical Metro's legislation is updated. Simply put, when growth impacts are passed on to existing ratepayers the region becomes less affordable. Metro Vancouver should accelerate the alignment of their bylaws and future financial plans (annual budgets) with this principle. Building a more resilient region requires an ongoing dialogue. Policy Paper #1 "Ensuring Local Government Financial Resiliency", introduced and supported at the 2021 UBCM Conference requires an action plan. Becoming more financially resilient requires us to review property assessment methodologies (fairness), ensure we have sustainable revenue sources and that we are addressing "downloading" by clarifying government roles and responsibilities (e.g., in housing, care, transportation, safety, climate change, etc.). These issues should be included in Metro 2050 so they can be addressed and implementation plans can be accelerated.	This matter is outside the scope of Metro 2050.	No change required.
Township of Langley	General	n/a	Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management.	In accordance with *Local Government Act* 429 (3), Metro 2050 covers planning topics that have been identified by member jurisdictions through the Board-approved project scope as "regional matters," and works towards the objectives set out in LGA 428 (2).	No changes required.
Lions Bay	General	n/a	Council of the Village of Lions Bay would like to commend Metro Vancouver Regional District (“Metro”) staff for the clear, well formulated draft Metro 2050 document. The information is an easy read as well as being clear on the strategies to achieve the region’s primary goals.	Thank you for your comment.	No changes required.
Lions Bay	General	n/a	Because of its small size, remote location on the periphery of Metro, and limited opportunities for growth, the Village of Lions Bay has little ability to influence the attainment of regional objectives, as stated in our Official Community Plan (OCP) and confirmed in Metro 2040. However, we fundamentally wish to support the region’s goals where we can. For example, Lions Bay is especially well positioned to support environmental and recreational goals for the region.	Thank you for your comment.	No changes required.

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Lions Bay	General	n/a	As a caveat, we are of the opinion that circumstances in Lions Bay often necessitate a unique approach when making decisions on behalf of the community. It would appear that Metro intends to differentiate between large cities and small communities with targeted actions and specific focuses in support of its strategic goals and with financial restraints in mind. Fiscal prudence and carefully considered allocation of budget are both principles we support.	Thank you for your comment.	No changes required.
Lions Bay	General	n/a	If there are opportunities to investigate access to grants from which we are currently excluded, we will look to Metro for support in these endeavours. We take our sustainability and future viability seriously. Our residents pay a heavy cost to be the unique Community we are with insignificant commercial activity, no economy of scale, and a small residential tax base. For three years there has been an across the board 10% Infrastructure Levy to fund current and future needs.	Thank you for your comment.	No changes required.
Lions Bay	General	n/a	While we support the guiding principles within Metro 2050, we value the uniqueness of our small, geographically separate community which has shaped how we live and who we are, which is the recurring refrain throughout our OCP. This means that we will be unable to achieve some targets intended for larger communities or to contribute to all of the region's goals, as outlined above: 1. Put growth in the right places (urban centres and transit corridors) 2. Protect important lands (food, ecological and job lands) 3. Develop complete communities 4. Provide mobility, housing, and employment choices 5. Support the efficient provision of infrastructure (utilities and transit)	Thank you for your comment.	No changes required.
Electoral A Area	General	n/a	Electoral Area A staff have been in close contact with Regional Planning staff throughout the development of Metro2050. Electoral Area A staff have broad support for this update and the goals of Metro2050. Staff have no concerns.	Thank you for your supportive comments.	No changes required.
CNW	General	n/a	New Westminster remains committed to the productive collaboration that happens at regional tables, and is supportive of advancing the strong regional planning framework that the updated RGS provides. Together we can hold each other accountable and build a region that is as resilient, equitable and livable as possible going forward.	Thank you for your supportive comments.	No changes required.
City of Delta	General	n/a	Metro 2050 is an improvement on Metro 2040 in a variety of areas, particularly related to acknowledgement of the region's First Nations, regional social issues and responses to climate change. Like most of the plan, these issues connect and align well with Delta's own plans and actions that are already underway. Overall, staff find Metro 2050 to be an appropriate plan for the region, bearing in mind the uniqueness of Delta's geography and demographic makeup.	Thank you for your supportive comments.	No changes required.
City of Delta	General	n/a	Metro 2050 must connect and link appropriately with the many other plans for the region, including Translink's Transport 2050, the Regional Parks Plan, the Ecological Health Framework, Regional Greenways 2050, the Clean Air Plan, and Climate 2050. It appears to be in line with these plans and generally aligns with the City of Delta's plans as well, although some key gaps and areas for improvement have been identified.	Thank you for your supportive comments.	No changes required.
Maple Ridge	General	n/a	The draft regional growth strategy comments speak to Maple Ridge Council's intent to take its place in the region as a growing community. The City of Maple Ridge Strategic Plan 2019-2022 contains five strategic priorities: Community Safety, Inter-Government Relations, Growth, Community Pride & Spirit and Natural Environment. The Growth Strategic Priority is to: "Implement strategic plans related to local infrastructure and the economy including commercial and industrial land base, transportation corridors, transit, neighbourhood plans and key amenities." Reflected in the above Strategic Priority is a desire to support the creation of local jobs, diversify tax revenue, create more complete communities, and respond to climate change impacts. Mayor and Council also acknowledge the significant contribution that Maple Ridge provides to the regional environmental and climate change resiliency goals through its existing related policies and agricultural, rural, and conservation land base.	Thank you for your comment.	No changes required.

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TransLink	General	n/a	**Secondary considerations:** **Land Use Planning with Indigenous Communities** The drafting of Metro 2050 and Transport 2050 documents have included engagement with Indigenous communities. TransLink's ongoing engagement has underscored the need for greater participation from Indigenous peoples and communities in land use and transportation planning processes. More collaborative relationships between both regional transportation and land use planning authorities and First Nations communities will help build mutual respect, and support the implementation of British Columbia's Declaration on the Rights of Indigenous Peoples Act, the calls for Justice in the Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls, and the Truth and Reconciliation Reports Calls to Action. Most Indigenous communities, at the same time, are faced with limited resources to participate in formal processes. There is an opportunity for Metro Vancouver, TransLink, and member municipalities to collaborate and streamline more inclusive processes so that Indigenous Nations and communities can effectively participate in planning decisions. This is an area where TransLink sees opportunities for further work and collaboration with Metro Vancouver.	Thank you for your comment. Metro Vancouver looks forward to working with TransLink to engage meaningfully and enhance relationships with local First Nations.	No changes required.
CNV	General	n/a	Beyond where growth should occur, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region. We need to continue to make progress in the efficient and sustainable delivery of services and utilities throughout Metro Vancouver and advocate for long term and stable funding for walking, cycling and transit options to build complete communities	Metro 2050 provides a general framework for the alignment of growth overlays with investment plans for infrastructure, amenities and services for the region at all levels of government.	No changes required.
TransLink	General	n/a	**Continued Collaboration** Thank you for the opportunity to comment on the proposed M2050 document. TransLink looks forward to continued coordination with Metro Vancouver on both the M2050 and T2050 documents.	Thank you for the supportive comment.	No changes required.
DNV	General	n/a	The overarching themes of the recommended comments are to preserve local autonomy arid decision-making on land use and other matters within municipal jurisdiction, and to ensure Metro 2050 is focused on higher-level considerations that are appropriately addressed through a regional growth strategy.	In accordance with *Local Government Act* 429 (3), Metro 2050 covers planning topics that have been identified by member jurisdictions through the Board-approved project scope as "regional matters", works towards the objectives set out in LGA S.428 (2), and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews. The Board gave direction that the update was to include a stronger and more updated approach to climate action, housing affordability and proximity to transit, and social equity to name a few areas.	No changes required.
DNV	General	n/a	1 . Scope of the Regional Growth Strategy: The draft Metro 2050 includes new policies and language that expand the scope of the regional growth strategy into areas of local government land use planning. For example, the draft Metro 2050 includes: References to matters that are within local planning jurisdiction (e.g., parking, built form, public realm, and urban design) and expectations that Official Community Plans, policies, or related bylaws will be amended to comply with the regional growth strategy (e.g., altering parking requirements in specific areas); and, Expanded responsibilities of Metro Vancouver including the development of a regional parking strategy.	Metro 2050 is an update to the current regional growth strategy Metro 2040. Metro 2040 included many land use planning topics including parking, built form, public realm, and urban design. Metro 2040 was accepted by all affected local government in 2011. No change in Metro Vancouver's role is contemplated, nor is any change in the balance of local autonomy and the regional federation working together toward common goals.	No change required.

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City of Delta	General	n/a	Regional housing and land use considerations always look different depending on which municipality is being examined. Delta, with just one urban centre, no current frequent transit development area, and three distinct and separated communities, is challenged to achieve regional objectives related to population growth and location. Furthermore, with Delta's extensive agricultural land, potential land use conflicts can arise, especially related to trade-oriented lands. These issues could be acknowledged and addressed more clearly in Metro 2050	Metro 2050 was crafted with significant member jurisdiction input and provides considerable flexibility for member jurisdictions to work towards contributing to the regional vision and objectives within their own unique contexts.	No changes required.
Langley City	General	n/a	Metro Vancouver 2050 builds upon the goals and strategies of the existing RGS and presents a strong vision for the management of growth in the region. The draft RGS shares and supports many of the same goals as the City's new Official Community Plan. While the City generally endorses the draft new RGS, it is concerned with the increasingly detailed and prescriptive expectations of member municipalities. Each successive Metro Vancouver RGS from the Livable Region Strategic Plan (1996) to Metro Vancouver 2040 (2011) and the current draft RGS, Metro Vancouver 2050, has imposed greater requirements on members, in many cases necessitating new work programs or reducing local autonomy over planning and development decisions.	In accordance with *Local Government Act* 429 (3), Metro 2050 covers planning topics that have been identified by member jurisdictions through the Board-approved project scope as "regional matters," and works towards the objectives set out in LGA 428 (2).	No changes required.
TFN	General	n/a	Re: Improved integration of social equity outcomes – Achieving this goal is crucial for TFN and this needs to include all aspects of social equity including recognition of treaty rights of indigenous partners such as TFN.	Thank you for your supportive comment.	No changes required.
Pitt Meadows	General	n/a	The City notes that the full length of Lougheed Highway through Pitt Meadows has been identified as part of the Major Transit Network and also as a Major Transit Growth Corridor from Harris Road to the Maple Ridge municipal boundary. The City wishes to convey the need for increased transit service along this corridor - beyond the RapidBus service - within the timeframe of Metro 2050.	Transit service levels are determined by TransLink. The comment has been passed along to the appropriate staff.	No changes required.
DNV	General	n/a	The District's Official Community Plan aligns with the vision, principles, and goals of the draft Metro 2050.	Thank you for your comment.	No changes required.
CNW	General	n/a	Council strongly supports the directions taken in this updated strategy to bring the key issues of our region into sharper focus and provide coordinated policy responses. Climate and resiliency, reconciliation, equity, and housing affordability are all issues that member jurisdictions are grappling with as key determinants of livability, health and wellbeing today and into the future. Integrating these issues more deeply into the regional plan, and including regional targets that are measurable, will help ensure we collectively move in the right direction.	Thank you for your supportive comments.	No changes required.
CNW	General	n/a	We appreciate that following the adoption of an updated RGS, Metro Vancouver's regional planning function will continue to undertake research into how we can make further progress in achieving collective regional goals. The reflection, action and relationship-building that is needed to advance climate, reconciliation and equity extend beyond plan adoption.	Thank you for your supportive comments.	No changes required.
TFN	General	n/a	TFN Executive Council supports the directions taken in this updated strategy, to bring the key issues of this region to surface and to address them with enhanced policies. The top priorities for most jurisdictions have been COVID recovery, improving housing affordability options for their residents, adaptation to climate change/combating global warming (improving resiliency as well as emergency preparedness), reconciliation, and equity. TFN is no exception to these and ensuring member wellness is and will remain the top priority of TFN government. Having an integrated and collaborative approach to most of these concerns including regional targets that are measurable, will make this region safe and more livable. Regional sustainability also includes social and cultural sustainability within indigenous communities, which requires focused resources from Metro Vancouver Board as well as provincial and federal governments.	Thank you for your comment.	No changes required.
TFN	General	n/a	TFN appreciates the opportunity to participate and comment on the draft M2050 report and reiterates the importance of understanding the uniqueness of TFN community and needs. Post adoption, we understand that this document will guide local governments to find creative ways of meeting targets, while Metro Vancouver's regional planning function will continue its research on various goals. TFN recommends that there be special focus on building relationships with First Nations as well as well as achieving integration on social equity. The focus needs to be on relationship building, supporting each other on achieving collective goals to combat climate change, achieving local food security, reconciliation, and equity through robust implementation plans.	Thank you for your comment.	No changes required.
TFN	General	n/a	The changes captured in the draft Metro 2050 strategy seem to generally align with TFN's Strategic Plan (2018-2023), the Land Use Plan (2009), and other TFN plans and strategies (e.g., the TFN Comprehensive Housing Strategy).	Thank you for your comment.	No changes required.

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TFN	General	n/a	Tsawwassen First Nation government and community remains committed to the goals identified within Draft Metro 2025 Regional Growth Strategy and endorses a collaborative approach to enhancing the safety and liveability within the region, with special focus on advocacy for greater funding support (affordable housing, emergency preparedness, climate change, etc.) within indigenous communities, as well as relationship building, social and cultural sustainability within member jurisdictions	Thank you for your supportive comment.	No changes required.
Port Coquitlam	General	n/a	Overall, the draft regional plan is consistent with Port Coquitlam's smart growth planning framework.	Thank you for your supportive comment.	No changes required.
Langley City	General	n/a	The City strongly supports Metro Vancouver's initiative to update the regional growth strategy and appreciates the opportunity to participate in this vital process at the Board, committee and staff levels. Langley City Council and staff look forward to continued cooperation and dialogue with the region as we progress towards adoption of Metro Vancouver 2050.	Thank you for the supportive comment.	No changes required.
TransLink	General	n/a	TransLink is simultaneously embarking on Transport 2050, the new 30-year Regional Transportation Strategy. This has provided opportunities for co-engagement on the two strategies and has resulted in close alignment of the policies, strategies and actions between the documents. We would like to take this opportunity to emphasize our commitment to tight coordination between our two agencies and the importance of strong alignment between Metro 2050 and Transport 2050. We look forward to continuing to improve that integration moving forward. TransLink is supportive of the directions laid out in Metro 2050 document as a whole. TransLink's primary comment relates to the growth frameworks and tools to align land use and transportation investments. Secondary comments have been included relating to the following areas: planning with Indigenous communities, affordable housing, parking, and the industrial lands strategy.	Thank you for the supportive comment.	No changes required.
Coquitlam	General	n/a	Coquitlam has been and is expected to remain a city of high population growth In the regional growth strategy, as the Tri-Cities are again expected to accommodate a large population increase (Table 1). While Coquitlam is supportive of planning and accommodating a higher share of regional growth, policies in Metro 2050 should include additional recognition, flexibility and supports for Coquitlam and similar municipalities who take the brunt of regional growth.	The policies and strategies of Metro 2050 recognize the unique contributions made by each member jurisdiction. Together each member's contribution support the achievement of the regional vision.	No changes required.
Coquitlam	General	n/a	The tight timeline of the Metro 2050 process makes detailed and meaningful review by member jurisdictions challenging. There is also a risk that revisions stemming from the five month public comment period will be difficult for Metro Vancouver staff to accommodate in the coming months. Coquitlam encourages Metro Vancouver to take sufficient time to review and revise Inputs on the Metro 2050 regional growth strategy update, even if this means a delay to the anticipated adoption of the Metro 2050 update in early 2022. The regional significance of the document means timing is a crucial consideration.	Thank you for your comment. Metro Vancouver is adhering to the Board-approved timeline and scope for Metro 2050, and engagement with member jurisdictions and others has been underway since mid 2019. Staff will bring forward all comments and responses to the Board along with consideration of the timeline for approval.	No changes required.
Anmore	General	n/a	The Village of Anmore generally supports the strategies and changes included in the draft Metro 2050 document; however, it is important to note that many of the strategies are tailored to member municipalities that don't possess the same unique characteristics that Anmore does. As a community that is primarily designated as rural, but geographically located in very close proximity to Urban Centres and Major Transit Growth Corridors, the Village of Anmore is not well reflected in the strategy. In fact, other government agencies have also recognized some challenges with describing our community. As recently as 2010, the Statistics Canada Census categorized Anmore as "urban", until it developed a new category of "small population centre". This highlights that communities such as Anmore are not consistently thought of as the traditional definition of "rural".	The Regional Growth Strategy update was intended to provide continued flexibility for unique communities like Anmore and, as directed by the Board, the scope of the update did not include any revisions to the regional land use map. Following the adoption of Metro 2050, member jurisdictions can propose land use designation amendments using the amendment process at any time.	No changes required.
City of Surrey	General	n/a	Surrey Council expressed concerns regarding the role Metro Vancouver intends to have with respect to land use planning in Surrey. Council indicated that they had additional questions and comments and requested that the report be referred to staff to address Council's concerns before providing feedback to Metro Vancouver.	Metro 2050 is an update to the current regional growth strategy Metro 2040. No change to Metro Vancouver's role with regards to land use planning is proposed in Metro 2050. Metro 2040 was accepted by all affected local government in 2011. In fact, the LRSP also had the same role for land use planning; it was adopted in 1996. Metro 2040 introduced a 'minor amendment' process that lessened the regional and federation's role.	No change required

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City of Surrey	General	n/a	At the Regular Council Land Use Meeting on December 20, 2021, Surrey Council passed the following resolutions that: I. Surrey Council requests that Metro Vancouver provides additional time for Surrey Council to review and fully understand Metro Vancouver's draft of the Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and 2. To assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.	Thank you for your comment. Metro Vancouver looks forward to providing a workshop with Surrey Council to provide an opportunity for questions regarding the draft Metro 2050.	No changes required
DNV	General	n/a	It is imperative that infrastructure planning and asset management (including water supply and transmission, sewage transmission and treatment, as well as solid waste transfer and disposal) are aligned and integrated with long-range strategic plans, including Metro 2050. This integration can help ensure the impacts of land use on water, sewage, and solid waste demand are effectively planned for at the regional level. Accordingly, additional content should be added·to Metro 2050 that further articulates Metro Vancouver's long-term approach to providing and maintaining critical infrastructure capable of supporting anticipated regional growth.	This matter is outside the scope of Metro 2050.	No change required.
TFN	General	n/a	Re: Greater emphasis on building relationships with First Nations, incorporating future development and planning needs – This is an area where TFN can play a leadership role at the regional table, we would welcome the opportunity to share indigenous ways of learning and knowing through our Elders and Knowledge Keepers and support the incorporation of indigenous planning philosophies at the regional planning table	Thank you for your comment and for your offer.	No changes required.
DWV	General	n/a	...the District supports the objectives of the draft RGS and remains committed to achieving these goals at the local level.	Thank you for your comment.	No changes required.
DWV	General	n/a	The overall goals and strategies in the RGS represent sound planning principles that are echoed in the District's OCP. As such, the District is generally supportive of the foundations of the draft RGS.	Thank you for your comment.	No changes required.
Pitt Meadows	General	n/a	Overall, draft Metro 2050 is generally consistent with City land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.	Thank you for your comment.	No changes required.
Pitt Meadows	General	n/a	Where reporting information or information sharing will be required from local governments, guidelines on information standards will be very helpful to successfully achieving these goals/strategies.	Thank you for your comment.	No changes required.
DNV	General	n/a	Further, to ensure growth throughout the region can be adequately serviced, planned, and paid for in a more equitable manner, we believe there is a need for improved alignment between the draft Metro 2050 and associated financial and infrastructure plans so equitable fee and property taxation structures reflecting cost of service can be applied.	This is outside the purview of the regional growth strategy.	No changes required.
CNV	General	n/a	Council and the City strongly support the draft Strategy and encourage ongoing engagement with staff as the final version is prepared.	Thank you for your supportive comment.	No changes required.
CNV	General	n/a	The City is particularly supportive of the policy shifts in the draft Metro 2050 towards strengthening the commitment to addressing challenges related to growth, climate and environment, housing and affordability, and the inclusion and deeper integration of policy related to equity, reconciliation, livability, and wellbeing in the Region.	Thank you for your supportive comment.	No changes required.
DNV	General	n/a	However, to ensure municipalities remain able to consider and respond to their local context and priorities, it is imperative that a regional growth strategy remains focused in its purpose and respects the jurisdiction of municipalities as granted through the Local Government Act. It is our view that the policy directions in the draft Metro 2050 unnecessarily intervene in areas within municipal jurisdiction. In many cases, the District of North Vancouver has current plans, policies, and approaches in place that meet or exceed the expectations outlined in the draft Metro 2050.	In accordance with *Local Government Act* 429 (3), Metro 2050 covers planning topics that have been identified by member jurisdictions through the Board-approved project scope as "regional matters", works towards the objectives set out in LGA S.428 (2), and advances the recommendations of the Board-endorsed directions of the Metro 2040 policy reviews. The efforts of each member jurisdiction that exceed the expectations outlined in the draft of Metro 2050 serve as a great example for other members - part of the success of the federation model is that members can share information, and build capacity together.	No changes required.

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DNV	General	n/a	Council does not support the current draft Metro 2050 Regional Growth Strategy;	The Local Government Act sections 436, and 438-442 provide guidance on how a member jurisdiction may indicate objection(s) to provisions within a proposed regional growth strategy and how a member jurisdiction may choose to take advantage of the nonbinding dispute resolution and settlement processes available through the provincial government.	No changes required.
DNV	General	n/a	In many of these examples, the District already has policy or approaches that meet or exceed the intentions of Metro 2050. These matters, however, are within the control and discretion of municipalities who are better able to adequately consider and respond to the local context. Accordingly, staff request that Metro Vancouver revise language throughout Metro 2050 to reflect matters within municipal jurisdiction, including but not limited to parking requirements, urban design, and built form.	Policies related to parking, urban design, and urban form were included in the Metro 2040 and many of those policies were carried forward into Metro 2050.	No changes required.
Pitt Meadows	General	n/a	Include policy language in Metro 2050 that ensures that services and infrastructure offered by Metro Vancouver remain affordavle for municipalities, residents and businesses.	This matter is outside the scope of Metro 2050.	No changes required.
City of Richmond	H - Glossary	n/a	Suggested Change: Add Federal Government Reason: Consistent with existing listings for Province, Member Jurisdictions	Thank you for your comment.	No changes required.
City of Richmond	H - Glossary	n/a	Suggested Change: Add Ecosystem Health Reason: Referenced frequently and also linked to Metro Vancouver Ecological Health Framework	Thank you for your comment.	No changes required.
Langley City	I - Map 2	n/a	The regional land use designations shown in Map 2 should be revised to reflect the City's recently adopted Official Community Plan and Regional Context Statement (see attached Regional Land Use Designations Map from OCP Bylaw No. 3200).	The regional land use changes contained in the City of Langley's recently accepted Regional Context Statement will be reflected on the updated Metro 2050 land use maps.	No change required
City of Richmond	I - Map 4	26	Suggested Change: Update Frequent Transit Network (FTN) layer (current map is 2016) Reason: Reflect FTN as of 2021	The FTN is updated by TransLink four times a year and is therefore not an appropriate mapping layer to maintain in a regional growth strategy.	No change required.
City of Richmond	I - Map 5	n/a	Suggested Change: Replace with final Transport 2050 map Reason: Current map is a placeholder and is expected to change. Need to use final map when Transport 2050 is finalized.	Map 5 will be updated to reflect the Major Transit Network included in the final Transport 2050 map, and will continue to be amended in the future as the Major Transit Network and Major Transit Growth Corridors evolve.	Update Map 5 with the latest version.
Port Coquitlam	I - Map 5	n/a	The report identifies the following areas to provide comment to Metro Vancouver, such as: • adjusting the Major Transit Growth Corridor map as it applies to the Lougheed Highway: The Lougheed Highway corridor is identified in the regional plan as a Major Transit Growth Corridor, which creates the potential for future FTDA designation within 1 km of the centreline of the road in both directions. Staff have commented throughout the plan update process that there are limitations to growth potential along the Lougheed, particularly on the south side where rail yards provide an important goods movement function and housing and job growth is not anticipated. Staff have cautioned against mapping the growth corridor where municipal policy does not support growth. When a new Regional Context Statement is developed, it may be appropriate to apply the regional station-area FTDA designation to the Westwood/Woodland Frequent Transit Development lands. In order to do so, the area needs to be designated a Major Transit Growth Corridor.	The Westwood/Woodland area is conceptually part of the Millennium Line Major Transit Growth Corridor, given its close proximity to Lincoln Station. Map 5 will be updated so that the MTGC is clearly depicted around the SkyTrain stations located in Coquitlam Regional City Centre.	Update Map 5 to show the MTGC underlying Coquitlam RCC. This corridor should appear along the eastern edge of the Centre polygon, which clarifies that this segment of the Millennium Line is included as an MTGC.
Township of Langley	I - Map 5	n/a	**5. Major Transit Network** Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by Translink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with Translink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-Translink discussions.	The Major Transit Network (MTN) on Map 5 reflects the MTN in Transport 2050 and is included for illustrative purposes only. Should the MTN change in the future, Map 5 can be updated to reflect that change(s).	No changes required.

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City of Richmond	I - Map 5	n/a	Suggested Change: Consider layering the Major Transit Network on top of the Urban Centres instead of underneath. Reason: Canada Line through Richmond appears to be missing from the draft major transit network concept and draft major transit growth corridors	It is best to display the MTN underneath Urban Centres because TransLink has not yet made a georeferenced MTN layer available. This could be updated at a later date.	No change required.
Pitt Meadows	I - Maps	Map 2 - RLUD	The area shown as a Major Transit Growth Corridor along the Lougheed Highway encompasses a single-family neighbourhood and Meadowtown Shopping Centre (see map below). The Official Community Plan and the draft Official Community Plan does not contemplate the redevelopment of these areas, which are designated as Low-Density Residential and Highway Commercial, respectively. The housing stock there is relatively new and in good shape, and is anticipated to have a life of another thirty years, which is beyond the timeframe of the OCP. Meadowtown Shopping Centre is also relatively new, but rapid changes in retail, including the steep rise in popularity of on-line shopping, may cause the City to revisit the Highway Commercial land use designation in the future.	Although the neighbourhood on the south side of Lougheed is relatively new, this portion of the Major Transit Growth Corridor also includes the North Lougheed Study Area. Moreover, the MTGC aligns with possible future redevelopment of Meadowtown Shopping Centre, as well as with the RapidBus Major Transit Network service along Lougheed.	No changes required.
Pitt Meadows	I - Maps	Map 2 - RLUD	The City would like to take this opportunity to request that Metro Vancouver amend Map 2, Regional Land Use Designations, as follows: The area outlined in orange (Mclean Park) should be re-designated from "Industrial" to "Conservation and Recreation" to reflect the current use of the area as a dedicated park.	Land use designation change requests are beyond the scope of the Metro 2050 process. Additionally, this land use designation change is not reflected in the current RCS for Pitt Meadows and therefore making this adjustment as part of the Metro 2050 update would make the City's accepted RCS inconsistent with the RGS. This land use designation change can be included in an updated RCS submission that will be required after Metro 2050 is adopted.	No changes required.
Pitt Meadows	I - Maps	Map 2 - RLUD	The City would like to take this opportunity to request that Metro Vancouver amend Map 2, Regional Land Use Designations, as follows: The area outlined in light green (extension to Pitt Meadows Athletic Park) should be re-designated from "Industrial" to "Conservation and Recreation" to reflect the future use of the area as a dedicated park.	Land use designation change requests are beyond the scope of the Metro 2050 process. Additionally, this land use designation change is not reflected in the current RCS for Pitt Meadows and therefore making this adjustment as part of the Metro 2050 update would make the City's accepted RCS inconsistent with the RGS. This land use designation change can be included in an updated RCS submission that will be required after Metro 2050 is adopted.	No changes required.
DNV	I - Maps	n/a	As proposed, there are inconsistences in how Major Transit Growth Corridors are defined and identified. This has resulted in the omission of Maplewood Village Centre despite its close proximity (i.e., within one kilometre) to Phibbs Exchange and the Major Transit Network. To ensure frequent transit service and coordinated growth in alignment with the OCP and Tsleil-Waututh Nation's application for an addition to reserve for the Statlaw District, staff believe it is essential that Metro Vancouver, in partnership Translink, extend the Major Transit Network and Major Transit Growth Corridors east to include Maplewood Village Centre and the Statlaw District.	A key condition to identifying the MTGCs is the association with the Major Transit Network in Transport 2050. The requested extension would not meet this condition. Metro 2050 can be amended to reflect new or amended MTGCs at any time in the future through the minor amendment process, once the conditions better suit the addition of the overlay and the District has completed the local planning work east of Phibbs Exchange to determine the appropriateness of growth in the area. Furthermore, policy 1.2.24 c) iii) states that member jurisdictions should adopt policies that encourage infill and intensification within walking distance of the Frequent Transit Network in general; therefore nothing would preclude the District from undertaking neighbourhood planning for this area at any time.	No changes required.

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Township of Langley	I - Maps	n/a	**4. Regional Land Use Designations** There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township's existing Regional Context Statement map, as described in the table below and shown in Appendix 1. It is recommended that the regional land use designations reflect the land use designations shown on the Township's existing Regional Context Statement map. (SEE TABLE AND MAP IN COMMENTS)	The mapping discrepancies for the airport (Fort Langley) lands and the Tara Ridge lands has been addressed, and the land uses on the Metro 2050 have been updated.	Maps have been updated.
Township of Langley	I - Maps	n/a	That the following be **added as item number six (6)** on the Township of Langley comments summary, Attachment B: 1. Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands); 2. The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction; 3. The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors. Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts.	Site specific land use designation change requests are beyond the scope of the current Metro 2050 update process. This land use designation change can be proposed as an RGS amendment in accordance with the prescribed amendment process post-adoption of Metro 2050.	No changes required.
DNV	I - Maps	3.2.7	The draft Metro 2050 introduces a regional map that seeks to identify sensitive and modified ecosystems (Map 11) and contains policy (Action 3.2.7) that requests member jurisdictions to adopt policy and use tools such as land acquisition, density bonusing, and tax exemptions to protect, enhance or restore areas identified in the regional map. Although the regional map provides a useful reference, it has not been locally vetted for accuracy nor has it been coordinated with local ecological assessments. This is an area that staff believe benefits from local study to accurately identify and understand ecological assets, and determine what tools may be appropriate. Staff therefore recommend language be added that communicates the regional map's limitations and that emphasis be placed on desired outcomes rather than specific implementation tools. These changes would reflect municipal jurisdiction and ensure municipalities are able to act as necessary to identify and protect ecological assets.	At the request o the Metro 2050 IAC, Metro Vancouver added the following text to Map 11: "Map for reference only. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed". Metro Vancouver will be retaining a consultant in 2022-2023 to update the Sensitive Ecosystem Inventory using the latest remote sensing imagery and local ecological datasets. Map 11 will be replaced with a new updated map in 2023. Including "such as" makes the list of tools in 3.2.7 non-prescriptive; it suggests tools that have successfully achieved the desired outcomes in several jurisdictions. Member jurisdictions have the authority to explore other tools to protect, enhance, and restore ecosystems.	No changes required.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
DNV	I - Maps	n/a	Address current methodological issues whereby Major Transit Growth Corridors were identified using only a bidirectional, rather than radial, measurement of one kilometre from street centreline. Consistent with the above, extend the Major Transit Growth Corridors-as well as the Major Transit Network in partnership with Translink---east of Phibbs Exchange to include Maplewood Village Centre and Statlew District.	A key condition to identifying the MTGCs is the association with the Major Transit Network in Transport 2050. The requested extension would not meet this condition. Metro 2050 can be amended to reflect new or amended MTGCs at any time in the future through the minor amendment process, once the conditions better suit the addition of the overlay and the District has completed the local planning work east of Phibbs Exchange to determine the appropriateness of growth in the area. Furthermore, policy 1.2.24 c) iii) states that member jurisdictions should adopt policies that encourage infill and intensification within walking distance of the Frequent Transit Network in general; therefore nothing would preclude the District from undertaking neighbourhood planning for this area at any time.	No changes required.
DNV	I - Maps and E - Goal 3	n/a	To prevent misinterpretation and misuse, add commentary to Map 11 similar to what is currently provided for Map 10 in Metro 2040 (i.e., noting the map is conceptual, has not been locally vetted for accuracy, and is not a regional land use designation). Consistent with the above, revise action 3.2. 7 (b) by removing reference to municipal tools (instead emphasizing regional goals or desired outcomes) and, when referencing Map 11, add "as conceptually shown" (consistent with previously approved Metro 2040 language).	Metro 2050's Map 11 (Sensitive Ecosystem Inventory) is not a concept map as was the case for Metro 2040's Map 9 (Regional Recreation Greenway Network) and Map 10 (Natural Features and Land Cover). Metro 2050's Map 11 (Sensitive Ecosystem Inventory) was developed using remote sensing data from 2014 and provincial Sensitive Ecosystem Inventory standards. At the request of IAC members, Metro Vancouver previously added the following text to Map 11: "Map for reference only. The SEI dataset is from 2014. Local ecological datasets may be more current and detailed". However, to confirm that this is not a Regional Land Use Designation map, we have added the following sentence at the bottom: "This map does not reflect Regional Land Use Designations".	Change to Map 11 - Add "This map does not reflect Regional Land Use Designations".

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	A	Metro Vancouver's Management Plans (1)	AFF – Land Use Planning • Consider also mentioning 2016 Metro Vancouver Food System Action Plan and/or 2011 Regional Food System Strategy	Thank you for the suggestion. Supporting regional food systems are an important aspect to a strong economy and a resilient society. Updating the Regional Food System Strategy has been identified as an action item in the Climate 2050 draft Agricultural Roadmap, which, when complete, may inform future amendments to the RGS.	No changes needed.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	A	Working Together for a Livable Region (3)	MUNI – Immigration and Settlement Services • Suggest also including developing and implementing policies and programs that impact the region's population growth and demographics, such as immigration	Support listing "immigration programs" as a Federal responsibility and "settlement programs" as a Provincial responsibility. This is beneficial because it makes it clear to readers that a regional district has no control over population growth.	Add to page 3 under "Working Together with Federal and Provincial Governments…" the following sentence: "In Canada, international immigration policy and rates are set by the Federal Government. The Province does have some influence over some immigration programs. In addition, the Province is responsible for immigrant settlement programs."
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	B	Advancing Social Equity (6)	MUNI – Immigration and Settlement Services • Consider including public safety as a dimension of equity.	Staff support adding "public safety" to the sentence listing equity concerns.	Add to the last sentence the term "public safety" after "employment."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	B	Building Resilient, Healthy, and Complete Communities (5)	MUNI – Immigration and Settlement Services • Consider adding discussion on role of immigration and diversity – as they relate to social connectedness/cohesion. This feels particularly pertinent considering the recent increase in race-based hate incidents.	Support adding a sentence acknowledging that complete communities also means considering the needs of a diverse population.	Add after the 2nd sentence the following: "Planning for complete communities also means considering the needs of a diverse population to promote inclusion and accessibility."
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	B	Changing Generational Preferences and Behaviours (8)	MUNI – Immigration and Settlement Services • Consider incorporating into this section discussion of changing demographics more generally and the resulting changes in preferences and behaviors; immigration, amongst other things, plays a role here.	Support adding a reference to other changing demographic trends.	Add before the last sentence "Other demographic shits including an aging population and a immigration will also impact consumer behaviour."
Fraser Health	B	n/a	We would value a “Health” paragraph included as a context (Section B – Context for the Regional Growth Strategy) to frame the importance of planning strategies to population health through modification of health determinants as well as direct health impacts of environmental exposures.	Support adding a paragraph about the connection between population health and planning to the "Social Context" section in Section B.	Add a paragraph about the connection between health, the social determinants of health, and planning to the "Social Context" section in Section B.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	B	Protecting Agricultural Land to Support Food Production (7)	AFF – Land Use Planning • Consider that reducing urban use/agriculture use conflicts is also a goal of effective growth management policies	Thank you for your comments. Agree that highlighting that urban/Agricultural conflicts exist and can and should be reduced through effective growth management policies is important.	Under "Protecting Agricultural Land to Support Food Production", 3rd to last sentence, change to: "Yet land speculation, the conflicts between urban and agricultural uses, and the conversion pressures from other land uses on agricultural lands continues to threaten the resilience of agriculture in the region."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	B	Social Context (4)	MUNI – Immigration and Settlement Services • Consider adding more content related to immigration, as it is a major driver of population growth and diversity. 80% of permanent residents to BC settle in MVRD. India, China, and the Philippines are top countries of origin for immigrants, with a particularly strong growth trajectory for immigration from India. Temporary residents (international students and foreign workers) also predominantly reside in Metro Vancouver and numbers have grown substantially in recent years. Temporarily residents likely comprise between 5-10% of Metro Vancouver population.	Staff support adding the suggested detail to the "Social Context" section.	Add to "Social Context" section: "Immigration is a major driver of population growth and diversity with approximately 80% of permanent residents to BC settling in Metro Vancouver. India, China, and the Philippines are top countries of origin for immigrants, with a particularly strong growth trajectory for immigration from India. Temporary residents in BC (international students and foreign workers) also predominantly reside in Metro Vancouver and numbers have grown substantially in recent years. Temporarily residents likely comprise between 5-10% of Metro Vancouver population.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	C	Part C - Introduction to the Regional Growth Strategy Goal 2. Support a Sustainable Economy (10)	AFF – Land Use Planning • Support for this statement and efforts to minimize the extent to which other policies may conflict with this.	Thank you for your comment.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	C	Part C - Introduction to the Regional Growth Strategy Preamble (9)	MUNI – Immigration and Settlement Services • Consider adding equity as a principle.	Thanks you for your comment. The MVRD Board provided direction to seek better equity outcomes as part of the Metro 2050 development process. Regional Planning will continue to explore how better to achieve equity outcomes and the work may result in future proposed amendments to Metro 2050.	No change required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	D	Growth Projections (17)	MUNI – Immigration and Settlement Services • Consider diving deeper into the components of this growth: international immigration, migration from within Canada, and natural population change. In particular, a greater awareness of the role of immigration in the region's population growth can enable more robust planning regarding anticipated population needs, preferences and behaviours. Metro Van is receiving 40,000 new permanent residents per year and the trajectory is further growth in those numbers. Additionally, it is important to consider international students and foreign workers in the population projections as it impacts housing, transportation and amenity demand - likely population of this group is 200k and growing. Based on immigration alone I think these population projections may be underestimated. We are about to undertake some work with BC Stats and the federal government to develop more robust immigration forecasts on a regional basis for BC, once ready (timeline TBD) can share with Metro Van.	The population projections in Metro 2050 are provided at the regional and sub-regional scale with a high-level overview of the methodology. A more detailed technical description of the methodology is available on the Metro Vancouver website. Metro Vancouver updates the population projections regularly as new data becomes available and welcomes the opportunity to collaborate with the BC Government on this work.	No change required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	D	Table 1 (20)	MUNI – Immigration and Settlement Services • Consider the role of settlement preferences on projections, particularly the draw of existing settlement communities. For example, the significant growth in immigration from India may spur more concentrated population increases in the subregions with existing South Asian diaspora.	The population growth model already includes a continuation of historic municipal growth trends which would include diasporic community settlement patterns.	No change required
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	D	Urban Containment Boundary (12)	AFF – Land Use Planning Support for minimizing/preventing other policies that may permit exclusions from ALR.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	D	Urban Land Use Designations, Industrial (13)	AFF – Land Use Planning • Consider also that uses noted in first paragraph are critical for storage, processing and distribution of food and need to be located close to commercial transportation routes. • In second paragraph, consider other uses such as agri-tech, non-soil-based food production, container farms, vertical farming.	In the 1st and 2nd paragraphs there are a significant number of uses that could be listed; keeping it general was intentional as it is more appropriate and all-encompassing. It is noted that some of the uses suggested here are mentioned in Metro Vancouver Regional Food System Strategy, and the use of agri-tech solutions is widely supported in the Climate 2050 draft Agricultural Roadmap. Comments supplied here will be taken into further consideration during the ongoing preparation of the draft Climate 2050 Agricultural Roadmap.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	D	Urban Land Use Designations, Rural (14)	AFF – Land Use Planning • Consider opportunities for edge planning where there is built environment near agriculture.	Agreed that edge planning is an important tool to protect agriculture adjacent to urban development. Actions and strategic directions in the Climate 2050 draft Agricultural Roadmap address the urban/Ag conflict in more detail and wording here will be taken into consideration as part of the ongoing preparation of that document.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.1	AFF – Land Use Planning • Unclear as to purpose of "Langley Township" photo on p. 27. Is this representing a desirable or undesirable example of planning complete, compact communities? It appears to be auto-oriented sprawl-type development pattern, so it is undesirable even if the land surrounding it is not ALR. If the surrounding land is ALR, it is also undesirable as the road endings point into ALR and there are half-roads shown. Consider an explanation to accompany the photo.	Staff support changing the photo on page 27 to be more illustrative of the Metro 2050 vision.	Remove the photo on page 27 and replace with a different photo that does not show low density auto-oriented sprawl on the rural fringe.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
UBC	E - Goal 1	1.2	UBC supports introduction of Major Transit Growth Corridors as areas to support regionally-significant levels of transit-oriented growth, and notes Metro 2050 continues to recognize the University's Point Grey campus as a Frequent Transit Development Area. This is consistent with UBC's role in the region and the University's land use planning goals. In reviewing Metro 2050, UBC noted an inconsistency between the criteria for FTDA classifications in Table 3 (1,000 metres from a Major Transit Growth Corridor) and Table 4 (between 800-1,200 metres).	Thank you for your supportive comment. This requested change has been made to ensure consistency between the two tables.	Update Table 4 so that all boundaries are a standard 1000m
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.2	[COMMENTS FROM EMLI - CLEAN TRANSPORTATION BRANCH] Support for references to transit-orientation throughout. Consider referencing TransLink's TOC Design Guidelines where the elements that support walking, cycling, and transit use (density, design, diversity, etc.) are described in detail.	Thank you for your supportive comment. We try to avoid referencing outside documents in a regional growth strategy as they become out of date.	No changes required
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.2	MUNI – Planning and Land Use Management Branch Strategy 1.2 – suggest this edit: "In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development."	Support this addition to Strategy 1.2 preamble.	Add to Strategy 1.2 preamble: "In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development."
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.3	MUNI – Immigration and Settlement Services • Consider a greater emphasis on the equitable access and social cohesion themes, given the significant role immigration will play in the region's growth.	Thank you for your supportive comment.	No changes required

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Bowen Island	E - Goal 1	1.4	BIM Council has the following recommendations: 1. A greater emphasis on the rural areas within Metro Vancouver – the focus seems to be geared toward urban centres; rural areas continue to be an integral part of the fabric that make Metro what it is. a. There are opportunities to strengthen the ties between the urban and rural inter-face and inter-dependencies, for example the Regional Greenways 2050 Strategy helps achieve some of the 5 Goals identified in Metro 2050 such as sustainable transportation choices while enhancing opportunities for residents to access nature in the rural areas and providing increased quality of life opportunities.	Agreed that rural areas are an integral part of the fabric of the region and elevating their importance through minor wording changes will perhaps adjust the narrative that rural lands are just holding sites for eventual urban development. While Section 1.4 speaks to protecting rural lands from urban development and why it's important to do so, the RGS messaging can be strengthened in Strategy 3.2 to connect the green spaces that are more prevalent in rural areas to the urban areas.	Add ", both in and between urban and rural areas," between the words "green spaces" and "into" in the Strategy 3.2 preamble
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.4	AFF – Land Use Planning • Consider using the word 'prioritize' in place of 'support' and incorporating elements of good subdivision design in alignment with the Ministers Bylaw Standards (ex: no half roads along ALR edges, no road endings pointing into ALR, disclosure notices about nuisances within 300m of the ALR edge, etc.)	Agree that member jurisdictions indicating how they prioritize Agricultural Uses within the ALR in their RCS' is an appropriate addition; it is appropriate to leave it up to the member jurisdictions to indicate how they will do this, whether it's by supporting the Minister's Bylaw Standards or developing their own policies and regulations.	Policy 1.4.3 (d) - change to read: "prioritize and support agricultural uses within the Agricultural Land Reserve, and where appropriate, support agricultural uses outside of the Agricultural Land Reserve; and"
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.1.7/1.2.16	MUNI – Planning and Land Use Management Branch • Suggest this edit to Strategy 1.1.7: "Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres and FTDAs. o How does Strategy 1.1.7 relate to 1.2.16, which appears more expansive but somewhat duplicative? Not opposed to including both, just want to make sure this is intended. (1.3.6 is similar too.)	Support adding "and FTDAs" to 1.1.7. 1.1.7, 1.2.16, and 1.3.6 are intended to be complimentary. The intention is that all commercial, urban, and institutional investment take place inside the Urban Containment Boundary, but that the highest trip-generating uses be focused only within Urban Centres, FTDAs, and the MTGCs where appropriate.	Add "and FTDAs" to 1.1.7.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.2.10(b)	MUNI – Planning and Land Use Management Branch Strategy 1.2.10(b) says that new FDTAs will only be considered “outside known and unmitigated flood and other natural hazard risk areas.” There is no similar provision for Strategy 1.2.9 re. Urban Centres – could this be added?	For the sake of consistency and greater resiliency, support adding a 3rd subpoint to 1.2.9 that makes it clear that no new Urban Centre would be contemplated if it is located in a hazardous area.	Add a 3rd subsection to 1.2.9 that reads "the location is outside known and unmitigated flood and other natural hazard risk areas" to ensure consistency with 1.2.10 b).
Vancouver Coastal Health	E - Goal 1	1.2.24 b) vii)	We have had and have ongoing concerns regarding green infrastructure and water distribution line setbacks, and have had previous concerns regarding use of grey water. We would like to work with municipalities / Metro Vancouver / other levels of government on their ideas with regards to green infrastructure initiatives.	Thank you for your comment. It has been shared with Metro Vancouver's Water and Liquid Waste Services Departments.	No changes required.
Vancouver Coastal Health	E - Goal 1	1.3.7 d i)	1.3.7 d) i) What is meant by “respond to health and climate change-related risks by providing equitable access to recreation facilities”? It is not clear if this means that recreation facilities are meant to be used as places of refuge during heat and smoke events, or if the section in its entirety (1.3.7 d)) is meant to focus on tree canopy and access to parks for climate adaptation.	Improving access to recreation facilities is intended to help respond to health risks in many ways for mental and physical health benefits.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Coastal Health	E - Goal 1	1.3.7 e	VCH does not consider community gardens as key amenities to support food security or local food production for those who need it most. Community gardens do provide many community benefits (e.g. social interaction, are teaching tools and help residents learn about food production, therefore giving them improved food skills and food knowledge, and can improve access to fresh produce for some people) but the most meaningful actions towards ensuring food secure communities are those which will help to reduce the high costs of living in the region. This will do more to ensure diverse residents of all incomes have access to affordable, nutritious and culturally appropriate foods. This means land use planning which fosters both affordable housing and affordable transportation options for residents, as well as the availability and affordability of commercial and light-industrial spaces housing the businesses and non-profits that are part of our regional food system serving communities which are most at risk of food insecurity Suggestion to separate this section into two parts: 1. Inclusion of local production, distribution, and consumption of healthy food (in particularly where they are easily accessible to housing and transit services) 2. Inclusion of affordable and accessible options with a key goal of addressing food security, particularly for those who are food insecure	This policy was broadly considered and based on input from the Regional Planning Advisory Committee Social Issues Subcommittee (RPAC-SIS) and others, and currently has wide support. Agree that the primary benefit of community gardens may not be food security, but along with grocery stores and farmers markets, can provide a variety of benefits related to healthy food. Also agree that reducing other living costs (such as transportation and shelter) would likely improve food security, which is why the housing and transportation sections goals 4 and 5) have been drafted to help address those costs.	No changes required.
Fraser Health	E - Goal 1	n/a	Improved health outcomes can be accomplished by providing safe, connected and compact neighborhoods that support equitable opportunities for social connections, food security, access to protected natural environments, and accessible options for active transportation and housing. Residents in these neighborhoods are more active and benefit from lower mortality rates, lower risk of heart disease and cancer, reduced depression and anxiety symptoms and enhanced mental well-being with an overall improved quality of life.	Metro 2050 includes policies encouraging members to develop compact, complete, connected, and walkable communities.	No changes required.
Fraser Health	E - Goal 1	n/a	A focus on compact and complete communities can increase physical activity by facilitating use of active transportation methods and increase accessibility to services that are necessary to support health, including direct health care services. The actions in service of this objective therefore have the potential to substantially improve health. Strategies for the reduction of noise and air pollution are also critical as these issues can bring adverse health effects in compact communities if not appropriately mitigated; we appreciate that these considerations have been incorporated for both point and distributed sources. We value the objectives around separation of combined sewers, which will create a more resilient sewer system over the long term.	Thank you for your supportive comments.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Fraser Health	E - Goal 1	n/a	Focusing on equity and equitable access to services from a built environment perspective has high potential for improving health outcomes, since vulnerable populations are often not able to access other risk mitigation strategies. For vulnerable populations, including seniors, indigenous groups, newcomers, people in insecure employment, people with insecure/low quality housing, people with food insecurity and people living with physical and/or mental disabilities, the built environment may be disproportionately influential on their health.	Thank you for your comment.	No changes required.
Fraser Health	E - Goal 1	n/a	We strongly value the language in this section aimed at addressing the needs of vulnerable populations. It is these populations that struggle with barriers in accessing public facilities, services and housing types. As such, planning interventions are more likely to provide mental and physical wellbeing benefits for our most vulnerable populations. We appreciate that member jurisdictions are encouraged to consider community vulnerability assessments, tenant protection policies and community connectedness.	Thank you for your supportive comment.	No changes required.
Fraser Health	E - Goal 1	n/a	Recognizing the impacts of many stakeholder decisions on the creation of complete communities, we appreciate the recommendation for advocacy to the province and member jurisdictions to include social infrastructure in urban centres and rapid transit areas.	Thank you for your supportive comment.	No changes required.
Fraser Health	E - Goal 1	n/a	To further maximize health opportunities in compact neighbourhoods and communities, we would also encourage advocacy to the province and/or knowledge translation to members on related healthy public policies, such as smoke free multi-unit housing and lower residential speed limits.	Metro Vancouver regularly engages member jurisdictions on healthy public policies in support of the regional growth strategy, through a variety of methods, including the RPAC Social Issues Subcommittee. As this important work is already being done by Metro Vancouver, no additional advocacy action(s) is needed in this case.	No changes required.
Vancouver Coastal Health	E - Goal 1	n/a	• Suggestion to mention the challenges that COVID and the changing climate have exacerbated in the region throughout the strategy and / or opening of the most appropriate sections	Resilience and climate action are already specifically mentioned throughout the document, and in the pre-amble to this strategy.	No changes required.
Vancouver Coastal Health	E - Goal 1	n/a	• VCH is looking forward to working with Metro Vancouver and other agencies on actions such as 1.2.23 (guidance for community design, setbacks, and building standards)	Thank you for your supportive comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Coastal Health	E - Goal 1	n/a	Complete, compact, and well-connected communities help encourage the use of active transportation increasing physical activity and encourage social connection. Such communities also ensure that essential goods, such as affordable and nutritious food, are easily accessible. Studies have shown that access to healthy foods within a neighbourhood can positively influence residents' diet, while commuting using transit, walking, or cycling can increase our physical activity and therefore reduce risks of chronic disease. Land uses that prioritize automobile movement with high speeds, wide roads, and large distances between destinations are associated with increases in collisions and fatalities, while contributing to reduced physical activity. Car dependence also increases traffic-related air pollution, a major source of air pollution in our region. Scientific evidence shows that pollution of this type is associated with negative health outcomes including asthma onset and exacerbation, reduced lung function, lung cancer, and cardiovascular disease.	Thank you for your supportive comments.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	Table 3	MUNI – Planning and Land Use Management Branch Table 3 – Location for both kinds of FTDA says "up to 1,000m", but Table 4 criteria for becoming FTDA says 800m for Corridor FTDA and 1,200m for Station Area FTDA. Is this difference intentional?	The FTDA subtypes will be removed from Metro 2050 and the FTDA distance to transit limit will be a standard 1000m from the right-of-way centreline. However, staff continue to recommend that the distance to transit for FTDAs be scaled to suit the level of transit service.	Remove FTDA subtypes from Table 3 and 4. Only include a single FTDA type.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	Table 4	MUNI – Planning and Land Use Management Branch Table 4 – Criteria for High Growth Municipal Town Centre – says "Existing rapid rail transit service." What about situations – like currently with SLS – where rail rapid transit is being planned (or under construction) but not yet in service? i.e. where we know it's on the way fairly soon, and there is a benefit to altering the RGS in anticipation.	Would not support reclassification of an Urban Centre or FTDA until the transit service and the other required criteria are in place.	no change required

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
UBC	E - Goal 1	Table 4	Urban Centre and FTDA Reclassification Type Framework UBC supports introduction of new objective criteria for urban centre and FTDA classification. The University is interested in ensuring the new population + employment density measures also reflect student population. UBC has 55,000+ students on campus. Some 15,000 live on-campus in institutional student housing and UBC's campus neighbourhoods. The remainder travel back and forth from their home municipalities. These students should be treated the same as employees in terms of regional service delivery and transit planning. Capturing them in measures to evaluate the on-campus population would also allow UBC to explore reclassification to a Municipal Town Centre or High-Growth Municipal Centre under Metro 2050, reflecting the University's significant role as a regional destination, employer, and housing provider.	Thank you for your comment.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 2	2.2	AFF – Land Use Planning • Consider opportunities to require member jurisdictions to include in RCS plans/bylaws that enhance industrial uses, in addition to define, support, and protect	Section 2.2 of Metro 2050 as well as the approved actions in the Regional Industrial Lands Strategy include numerous policies about both protecting industrial lands and encouraging their appropriate use including intensification / densification opportunities.	No changes required.
ALC	E - Goal 2	2.3	Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability, page 48 "Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farmland for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agriculture operations by encouraging new markets and expanding the distribution of local foods". ALC staff response: The strategy rationale reflects the suggested changes ALC staff provided in the March 2021 review. ALC staff thank Metro Vancouver for including these suggestions and have no further concerns.	Thank you for your comments.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 2	2.3	MUNI – Immigration and Settlement Services • Farms using seasonal foreign workers are required to provide housing to workers which often is situated on-farm. The housing standards of these accommodations is a topic of increasing concern and importance for the province. Despite the caveats in a) and b) of 2.3.1, suggest considering potential conflicts between the policy articulated here and potential future changes to housing standards for foreign workers (e.g., higher bathroom-to-worker ratios).	After the adoption of Metro 2050, any future applications for the extension of regional sewerage services can take into consideration changes that may have been made to Federal regulations or Provincial legislation as it relates to the housing of seasonal foreign workers on agricultural land.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 2	Goal 2 Preamble (42)	AFF – Land Use Planning • Consider including statement that agriculture is also dependent on an industrial land supply for storage, processing and distribution.	Agree with identifying the reliance on industrial lands by the agricultural industry.	Page 42 - first paragraph, change 2nd sentence to read: "The agricultural industry is dependent on the protection and availability of agricultural land for the production of food and other goods and services and on the regional industrial land supply for storage, processing and distribution."
Fraser Health	E - Goal 2	2.1.2	Economic policies and resulting economic opportunity have significant population health impacts. Persistent poverty and income/wealth inequalities contribute to health inequities and we welcome opportunities for the RGS to mitigate poverty through its economic policies. People living in poverty experience disproportionate rates of cancer, cardiovascular disease, diabetes and mental illness and may also face more barriers to access and care. Children who grow up in poverty are, as adults, more likely to experience addictions, mental health difficulties, physical disabilities and premature death. As highlighted in the plan, economic growth must now also be balanced with a planetary health focus (e.g., greenhouse gas emissions and biodiversity) as we know that climate change/environmental degradation are also significant contributors to health inequities.	Metro Vancouver's new service, Invest Vancouver, is specifically purposed to address economic and employment matters in the region that are beyond the scope of the regional growth strategy.	No changes required.
Fraser Health	E - Goal 2	2.1.2	Advocacy for more investment in diverse employment sectors to provide well-paying jobs is supportive of the overall wellbeing of the population.	Metro Vancouver's new service, Invest Vancouver, is specifically purposed to address economic and employment matters in the region that are beyond the scope of the regional growth strategy.	No changes required.

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Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	2.2.9	Support policies and strategies such as 2.2 that are intended to protect existing industrial uses by minimizing the impacts of new and existing urban uses on industrial activities/lands. We would appreciate an opportunity to participate in the development of the Implementation Guidelines identified in 2.2.3	An associated forthcoming implementation guideline will be prepared post-adoption of Metro 2050 in collaboration with member jurisdictions, the Port and other agencies and stakeholders.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	2.2.9	VFPA would like it acknowledged that as Metro Vancouver's own inventory of industrial lands indicates there is not enough land designated for Industrial and Employment Lands to meet anticipated industrial demand over the medium-term. Metro 2050 needs to address this conflict within all related policies and identify how such demand then can be met.	Metro 2050 includes enhanced policies to both protect industrial lands and encourage and facilitate intensification of use. Furthermore, the implementation of the approved actions of the Regional Industrial Lands Strategy is ongoing.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	2.2.9 b)	Strongly support inclusion of this new policy 2.2.9 (b) and wish to provide input into developing criteria for the trade-oriented overlay. Suggest that it could better protect the remaining larger parcels of industrial land by not only preventing small-lot subdivisions but requiring additional analysis for any subdivision.	An associated forthcoming implementation guideline will be prepared post-adoption of Metro 2050 that will provide greater details.	No changes required.
Fraser Health	E - Goal 2	2.2.9 c ix)	We value the identification of interface issues between industrial activities and other land uses noted in the plan. Member jurisdictions should be encouraged to ensure that new industrial projects or developments associated with health hazards have appropriate mitigation strategies in place and do not disproportionally impact low-income or otherwise marginalized community members.	Thank you for the comment.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	2.2.9 c) x)	The trade-oriented land overlay to protect the remaining larger industrial parcels from subdivision and stratification. Users that require larger parcels cannot compete with the higher rents that can be achieved by carving a site up for multiple smaller uses. Effective implementation of this overlay and related policies will be critical to ensure that it achieves its intended purpose.	Once Metro 2050 is adopted, implementation of the trade-oriented overlay will be up to member jurisdictions to make use of in their own respective contexts. This and all of the goals and strategies of Metro 2050 are to be implemented over the lifespan of the plan.	No changes required.

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Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	2.2.9 d) vi)	For policy 2.2.9 (d)(vi), while VFPA recognizes the practical purpose and the benefits of this new policy, it is still an erosion of industrial capacity within the region. By enabling residential uses under certain circumstances within the employment zone, the RGS is providing an incentive for uses other than industrial in these limited circumstances. The current mixed employment designation already was an erosion of industrial capacity in the region as many lands currently designated as such were designated solely for industrial use in previous regional plans. The inclusion of this policy further erodes the region's industrial capacity.	The 200 metre distance is intended to allow flexibility of use for sites in limited select situations that achieve the defined criteria. For any further changes, the municipality could initiate a regional land use designation change for specific sites through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Replace 2.2.9d v) and vi) with this new text for 2.2.9 d)v) "d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."
ALC	E - Goal 2	2.3.1	"Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either: a) that the connection to regional sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy to protect the supply of agricultural land and strengthening agricultural viability". ALC staff response: ALC staff have no concerns with this Strategy which has not been significantly altered since Metro 2040.	Thank you for your comment.	No changes required.
ALC	E - Goal 2	2.3.10	ALC staff do not have concerns with these sections.	N/A	No changes required.
ALC	E - Goal 2	2.3.11	ALC staff do not have concerns with these sections.	N/A	No changes required.

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ALC	E - Goal 2	2.3.12	ALC Staff Response ALC staff support this section, in particular, a), which suggests that Local Governments adopt Regional Context Statements which illustrate the agricultural land in their community. ALC staff suggest that it would also be beneficial for local governments to denote on their maps which lands are in the ALR. ALC staff also support section c) i), which indicates Metro Vancouver will assign appropriate land designations to protect agricultural land and discourage land uses that do not directly support and strengthen agricultural viability. ALC staff suggest that amending sub strategy 2.3.4 – by only permitting redesignation of Section 23 (1) exempted properties if they have been formally excluded – is an important step in meeting this objective. Additionally, ALC staff strongly support c) vi) as inconsistency between local governments and Provincial legislation not only causes confusion and misuse of agricultural land, but if a bylaw is in contravention of the ALCA, the local government may face legal challenge. The bylaw review process is critical to ensure that any inconsistencies are identified and the bylaw can be brought into compliance with the ALCA and Regulation. For more information on the ALC Bylaw Review Process, see our Bylaw Review Guide.	1. Agree that indicating where the ALR boundary falls within the member jurisdictions is helpful information; 2. For policy # 2.3.4, it has been amended to ensure this is a Metro Vancouver action, not an ALC one.	1. Policy 2.3.12 (a) - adjust to read: "specify the Agricultural lands within their jurisdiction, denoting those within the Agricultural Land Reserve, on a map consistent with Map 8;" 2. Change Policy 2.3.4 to "Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional lans use designation of a site if it is still part of the Agricultural Land Reserve (ALR). Upon conditional approval by the ALC to exclude land from the ALR, the MVRD Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to all the ALC exclusion conditions being met."
ALC	E - Goal 2	2.3.2	“Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission”. ALC staff response: This strategy remains unchanged since the March 2021 draft, which ALC staff supported. The ALC continues to support Metro Vancouver’s role in data collection and remains interested in being involved in the development of measuring and monitoring of eco-system services.	Thank you for your comment.	No changes required.
ALC	E - Goal 2	2.3.3	“Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with the Province and the Agricultural Land Commission”. ALC staff response: ALC staff understand this section has not been altered since the March 2021 and continue to support this sub strategy.	Thank you for your comment.	No changes required.

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Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 2	2.3.3/2.3.6	AFF – Land Use Planning • In 2.3.3 and 2.3.6, consider including specifics of buffering and avoiding density increases adjacent to agricultural land, or reference to guidelines • Support for elements included in member jurisdiction RCS as per 2.3.1	In these instances, keeping the policy language more general allows for any manner of intervention of protection or support to be applied as is appropriate to the location or scenario. Additionally, increasing density adjacent to agricultural land has proven, in some cases, to be an effective means to reducing residential-based complaints pertaining to noise and has allowed for better maintenance and management of installed buffers. Some member jurisdictions have experienced considerable conflict with low-density single detached uses adjacent to agricultural areas compared to higher density residential (e.g. townhouse) developments.	No changes required.
ALC	E - Goal 2	2.3.4	ALC staff response: In March 2021, ALC staff provided the following comments with respect to this sub strategy: It is the position of ALC staff that parcels which are designated as Agricultural or Rural under Metro Vancouver's Regional Growth Strategy should remain designated as such, despite a Section 23 (1) exemption [from the Agricultural Land Commission Act]. Re-designating exempted parcels could enable incompatible uses to be developed in rural-agricultural communities, disrupting the continuity of the ALR. As such it is suggested that sub strategy 2.3.4 a) be changed as follows "unless the ALC has excluded the land from the ALR" [as opposed to "provided written confirmation that the site is not subject to the Agricultural Land Commission Act"]. ALC staff reiterate our concern with the possibility of amending the agricultural designations of properties that have been exempted as per Section 23 (1) of the Agricultural Land Commission Act. Amending the designation of exempted parcels could result in incompatible development and conflicts with agricultural operations which is inconsistent with Metro Vancouver's Recommendation #2: Prevent Conflicts with Agriculture Operations, a recommendation which was featured in the Agricultural Policy Review Summary on page	Thank you for your comments. Policy 2.3.4 has been updated to ensure that it is a Metro Vancouver action, not an ALC action.	Change policy 2.3.4 to: "Work with the Agricultural Land Commission (ALC) to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional lans use designation of a site if it is still part of the Agricultural Land Reserve (ALR). Upon conditional approval by the ALC to exclude land from the ALR, the MVRD Board may also provide conditional approval of a regional land use designation amendment for the exclusion site, subject to all the ALC exclusion conditions being met."

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			3. In this policy review summary, Metro Vancouver states that, "the recommendation to prevent such conflicts can be achieved by carefully planning the edges of agriculture and adjacent properties and adding buffers between them" (pg. 3). ALC staff suggest that it will be difficult (or impossible) to carefully plan the edges of agriculture because exempted parcels are so small (<2 acres) as to not offer the minimum 30 meter wide separation of urban/farm uses recommended by the Ministry of Agriculture's Guide to Edge Planning. If properties are redesignated upon a Section 23 (1) exemption from the ALC Act. ALC staff continue to recommend that a more appropriate approach is only permitting redesignation of the parcels upon exclusion from the ALR. This gives the Commission an opportunity to determine whether a non-agricultural use on an exempted property would be disruptive or create conflicts with agricultural operators, thus leading to appropriate planning for the edges of agriculture. In addition, given the fact that there are examples where insensitive urban development on Section 23 (1) exempted parcels has disrupted adjacent farm operations, the ALC is requesting co-operation from the Regional Board to use its considerable powers to mitigate disruptions to the farm community when the ALC is unable to do so, due to its legislation. ALC staff also note that 2.3.4 b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed Metro 2050 amendment is a new addition. This may require further discussion as ALC staff do not understand this and are seeking clarification from Metro Vancouver.		
ALC	E - Goal 2	2.3.5	ALC staff do not have concerns with these sections.	N/A	No changes required.
ALC	E - Goal 2	2.3.6	ALC staff do not have concerns with these sections.	N/A	No changes required.
ALC	E - Goal 2	2.3.7	ALC staff do not have concerns with these sections.	N/A	No changes required.
ALC	E - Goal 2	2.3.8	ALC staff do not have concerns with these sections.	N/A	No changes required.
ALC	E - Goal 2	2.3.9	ALC staff do not have concerns with these sections.	N/A	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 2	General	While Metro Vancouver acknowledges the shortage of industrial lands within the region and includes goals, strategies and actions specifically to support industrial densification/intensification efforts, productive use of industrial lands, and an efficient transportation system for both goods and people movement, the VFPA would like to stress that beyond federal port authority-managed lands, municipal governments are responsible for managing and zoning lands within their respective jurisdictions. Industrial lands make up only four percent of the region's land base but provide 27% of the region's jobs and contribute $9 billion in tax revenue and 30% of the GDP.	Thank you for the comment.	No changes required.
Fraser Health	E - Goal 2	n/a	FHA also supports the protection of agricultural land and strengthening agricultural viability, particularly for food production, as local food production can be a contributor to food security.	Thank you for your comment.	No changes required.

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Vancouver Coastal Health	E - Goal 3	1.3.1c)	Further, how and where we build our neighbourhoods can strongly influence our interactions with greenspace and nature. Providing parks and greenways near peoples' homes and places of work can provide cooling environments and opportunities for social interactions outside of the home, promote stress reduction and better mental health, and encourage physical activity. Studies have found that having access to greenspace within one kilometre of home has the most positive health benefits and the effects are even more significant for those living in lower socio-economic groups. Individuals who live near parks are also more likely to achieve recommended physical activity levels.	Thank you for your comment. Action 1.3.1c) illustrates Metro Vancouver's commitment to support Member Jurisdictions and First Nations with best practices that "encourage the provision and enhancement of urban green spaces in new and established neighbourhoods", and 1.3.3d) seeks to work with health authorities and others to advance land use policies that "increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities".	No changes required.
Bowen Island	E - Goal 3	3.2.5	BIM Council has the following recommendations: 4. Under Section 3.2.5, or wherever most appropriate, consider adding that Metro Vancouver will: work with the Islands Trust to protect ecosystems on Bowen Island for addition to the Metro 2050 Regional Growth Strategy; and that corresponding protected areas be included on respective maps.	Thank you for your comment. Bowen Island is not a signatory to the RGS so Map 9 does not include lands with a Conservation and Recreation regional land use designation for Bowen Island. The parcel based land use designations are an RGS implementation tool. However, through the Regional Parks Land Acquisition 2050 Strategy, Regional Parks works with other organizations to protect ecosystems across the region, including on Bowen Island. Bowen Island is included in the SEI map, regional greenway map, and projections.	No changes needed.

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Vancouver Coastal Health	E - Goal 3	3.3.3	Rewording suggestions: “Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing negative health impacts including but not limited to exposure to traffic-related air pollution and noise while also promoting health benefits.” Or: “Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing negative health impacts while also promoting health benefits.”	Note that the emphasis on "minimizing public exposure to traffic-related air contaminants" in action 3.3.3 is intentional to align with the spirit of Strategy 3.3 in Metro 2050, as well as Action 5.1.2 in Metro Vancouver's Clean Air Plan. The intent of that action is also to develop a collaborative process (including mention of collaboration with health authorities) for conducting health impact assessments, therefore there will be further opportunities to shape what is in scope (e.g. reducing noise, promoting health benefits) for health impact assessments as policies in the Clean Air Plan are implemented.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 3	3.4.5	MUNI – Planning and Land Use Management Branch • Support discouraging new development in current and future hazardous areas to address concerns regarding minimizing risks from natural hazard events and climate change.	Thank you for your supportive comment.	No changes required.
Fraser Health	E - Goal 3	n/a	The climate and ecological crisis are increasingly recognized as the greatest threat to public health, requiring urgent and focused action. As such, we are encouraged to see a focus on climate change and biodiversity in the RGS and value both the mitigation and adaptation elements of the RGS. Also recognized are the significant population health co-benefits from climate action. For example, we fully support integrating the high value of ecosystem protection and green space access, which has physical and mental health benefits, as well as increasing resilience to climate change and related extreme weather events. We particularly value the plan’s emphasis on green space equity, given that lack of green space for marginalized populations can accentuate poor health outcomes	Thank you for your supportive comments.	No changes required.

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Fraser Health	E - Goal 3	n/a	Health of ecosystems is critical for human health, as ecosystems services, such as air and water purification, cooling and water retention from treed areas, and control of insects and other invasive species can protect from negative health impacts. The measures in the plan to prevent ecosystem loss therefore have the potential to improve human health as well. In particular, we are very supportive of increasing tree canopies in all areas, especially those where less affluent community members may reside. This is essential given the increasing threat of extreme heat in our communities, and will not only keep residents healthy but help with energy poverty if cooling systems are needed.	Thank you for your supportive comments.	No changes required.
Fraser Health	E - Goal 3	n/a	We are also supportive of the proposal to work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants. FHA would also recommend working with health authorities to investigate the mental, social and physical health impacts of major development projects, as capacity permits.	Note that the emphasis on "minimizing public exposure to traffic-related air contaminants" in action 3.3.3 is intentional to align with the spirit of Strategy 3.3 in Metro 2050, as well as Action 5.1.2 in Metro Vancouver's Clean Air Plan. The intent of that action is also to develop a collaborative process (including explicit mention of collaboration with health authorities) for conducting health impact assessments, therefore there will be further opportunities to shape what is in scope (e.g. mental, social, and physical health impacts) for health impact assessments as policies in the Clean Air Plan are implemented.	No changes required.
Fraser Health	E - Goal 3	n/a	FHA is supportive of the plan to advocate to the Federal Government and the Province to establish and support legislative and fiscal actions that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality.	Thank you for your supportive comment.	No changes required.
Fraser Health	E - Goal 3	n/a	Given substantial impacts of flooding on human health, the focus on flood risk and sea level risk mitigation actions is also highly supported.	Thank you for your supportive comment.	No changes required.

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Fraser Health	E - Goal 3	n/a	FHA also suggests supporting member municipalities with best practices in mitigation of urban heat island effects in addition to tree canopy targets.	Thank you for your suggestion. Metro Vancouver plans to continue supporting member jurisdictions with information about best practices in urban forest management (e.g. climate-resilient tree species selection tools, zoning and tree protection bylaw best practices, etc.), in addition to tracking tree canopy cover (Action 3.2.2a). Action 3.4.2d) also commits Metro Vancouver to promote best practices and develop guidelines to support resilience to the impacts of climate change in planning and development, which could include best practices in mitigation of the urban heat island effect in addition to tree canopy targets.	No changes required.
Fraser Health	E - Goal 3	n/a	Metro Vancouver has already included plans for advocacy to provincial and federal governments for increases in sustainable funding for active transportation and public transit infrastructure. We would recommend ensuring this advocacy includes similar resources for rural and underserved areas, as public transit access can influence access to health and social services.	The components of future advocacy actions have not yet been determined. Metro Vancouver will continue to work closely with member jurisdictions, TransLink and other stakeholders to identify infrastructure investments that support more equitable and healthier outcomes across the region.	No changes required.

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Fraser Health	E - Goal 3	n/a	Metro Vancouver has already included objectives around avoiding location of new infrastructure in areas highly vulnerable to climate-related hazards like flooding and landslides. FHA suggests that Metro Vancouver encourage member jurisdictions to map where current lower income housing and/or supportive housing, health and social services and other community assets are located in relation to climate vulnerabilities, and examine opportunities and partnerships for the creation of replacement housing and facilities in more resilient areas	This could be explored as a future research project collaboration with member jurisdictions. Note that action 4.1.8 c) viii) requests that member jurisdictions identify policies/actions that will result in existing and future housing stock that is resilient to climate change impacts and natural hazards. Also note that action 3.4.2. a) may help to serve as a preliminary step to the type of mapping exercise identified.	No changes required.
Vancouver Coastal Health	E - Goal 3	n/a	Suggestion to be more explicit regarding “all life” (i.e. that protection of ecosystems is also a ecological / natural benefit, and that humans are not the only ones who benefit from improvement).	Thank you for your comment. The term "all life" was used to reflect the fact that both human and non-human species benefit from healthy, functioning ecosystems.	No changes required.
Vancouver Coastal Health	E - Goal 3	n/a	The changing climate is threatening population health and well-being. In 2021 alone, the Metro Vancouver region has seen: unprecedented heat waves that resulted in deaths across the Metro Vancouver region; significant wildfire events across the province over the past few years leading to smoke in the region impacting respiratory and cardiovascular health; and several extreme weather events in the fall, including strong winds and heavy precipitation leading to flooding, landslides, displacement and impacts to agriculture and our supply chain, in addition to injury and death. Forecasts predict that these events will not only become more common over time, but they will also be more intense with greater potential for damage. It is anticipated that along with these predictions, the negative health effects associated with climate change will also become more frequent and severe as the climate continues to change (see attachment) http://www.vch.ca/public-health/environmental-health-inspections/healthy-built-environment/climate-change	Thank you for your comment.	No changes required.

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Vancouver Coastal Health	E - Goal 3	n/a	Land use is central to many of our climate change adaptation and mitigation measures. Land use dictates our travel patterns and behaviours significantly impacting greenhouse gas emissions, while also allowing us to prepare for climate-related displacement. VCH believes that the RGS articulates critical land use actions required to help meet our region's climate targets (RGS Goal 3). For example, actions such as building complete and compact communities and restricting the urban containment boundary (RGS Goal 1) are essential to enabling mode shifts away from single-occupancy vehicles (RGS Goal 5). It is essential that the region follow Metro Vancouver's Climate 2050 and the Clean Air Plans to meet Climate 2050's goal of a 45% reduction in greenhouse gas emissions by 2030 and net zero by 2050. In light of the shared imperative to limit global warming in order to mitigate the worst health outcomes related to climate change, to follow these two plans (while also finding opportunities to further reduce emissions) will provide us with the best opportunities for success.	Thank you for your supportive comment.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 3	Preamble	MUNI – Planning and Land Use Management Branch • Goal 3 – Intro – suggest this edit: "…and acknowledge current financial, health, social disparities that are being exacerbated by low carbon solutions and the impacts of climate change and may in some circumstances be heightened by some low carbon solutions." As it stands, existing wording sounds like all low carbon solutions are problematic, whereas many actually have potentially positive equity, financial, health and other outcomes – e.g. better active transportation options across all neighbourhoods is a low carbon solution that is also much more financially accessible and healthy (for individuals and communities) than owning a car.	Support amending this paragraph to reflect that not all low carbon solutions are problematic.	Change the wording of the final paragraph on p. 53 to: "A commitment to improving social equity includes advancing equitable climate change strategies and actions that will: intentionally consider the suite of concerns that increase community vulnerability, and acknowledge current financial, health, and social disparities that may be exacerbated by low carbon solutions and the impacts of climate change."

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Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 3	Table 5	MUNI – Planning and Land Use Management Branch • In addition to landslides, suggest including rock falls and debris torrents as these are concerns on the North Shore, Lions Bay and northeast quadrant communities such as Belcarra, Port Moody, Coquitlam and Maple Ridge. Consider referencing heat (and cold weather) events included in this list of hazards as developing heat response plans is referenced in 3.4.5 a).	Note that Table 5 does not contain an exhaustive inventory of hazards, rather, it highlights the relationship between major hazards and climate change impacts. The term "landslide" is meant to encompass a wide range of ground movements, such as rock falls, deep failure of slopes, and shallow debris flows. This broad definition aligns with the United States Geological Survey's definition of landslides. Note that "warmer temperatures and extreme heat events" are listed under the column "related climate change impacts" in Table 5. Cold weather events would qualify under "other extreme weather events" listed in the first column, but extreme heat events are considered much more likely in this region (according to our regional climate change projections work) and thus qualify as a "major" climate change impact in this table.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 4	4.1	MUNI – Planning and Land Use Management Branch • Suggest adding the following provision (or similar, using Metro-preferred terms) under Strategy 4.1 (or 4.2): Member jurisdictions will: (x) explore and implement more efficient and effective development approvals processes for housing generally, and affordable housing in particular (or projects that otherwise contribute to housing diversity and support equity outcomes). This will support project viability and affordability, through reduced project costs, timelines and risks.	Many member jurisdictions are already exploring innovative approaches to improve development approvals processes in light of the findings from the provincial Development Approval Process Review (DAPR) and associated funding stream provided by the Ministry of Municipal Affairs through the local government development approvals program.	No changes required.

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Vancouver Coastal Health	E - Goal 4	4.1.9 c)	Suggest providing a definition for “equity-seeking groups”	Future work related to Regional Planning's Equity Study will consider this.	No changes required.
UBC	E - Goal 4	4.2.3	Affordable Housing Target Housing affordability is a crucial issue for Metro Vancouver and UBC. Metro 2050 introduces a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and FTDAs (Policy 4.2.3). UBC supports regional affordability objectives. The University, through its Housing Action Plan, is committed to expanding on-campus student rental housing, as well as non-market rental housing for UBC faculty/staff (with rents approximately 25% below market value) which takes pressure off Metro Vancouver members’ housing markets. UBC currently has nearly 13,000 student housing beds and more than 2,100 purpose-built neighbourhood rental units, 841 of which are discounted faculty/staff rental. Through engagement with the Metro 2050 process, many local governments raised questions about the proposed 15% affordable rental housing target. It is not clear whether the target is informed by financial or land use planning analysis to show it is achievable. It also is not clear how “affordable rental” is being defined, and what the current proportion is within Urban Centres and FTDAs. UBC shares an interest with local governments in answers to these questions before Metro 2050 commits to a specific target. In addition, under the current Policy 4.2.3 wording, it is not clear if the University’s student and faculty/staff housing would contribute to the 15% affordable rental housing target.	Further analysis is currently being undertaken to better understand recent trends and future potential for this aspirational regional target. Following adoption of Metro 2050, more guidance will be provided with regards to the exact definition of "affordable rental housing" that will be used to monitor progress toward this target. The definition will likely be based on a percentage of the Regional Median Household Income, by number of bedrooms. Staff are currently developing a methodology to assist with implementation of the target, and details will be outlined in a forthcoming Metro 2050 Implementation Guideline.	No changes required.
Vancouver Coastal Health	E - Goal 4	n/a	Finally, a lack of affordable housing in easily accessible areas can lead to overcrowding, affect disposable income for other life essentials, influence job opportunities, and affect transportation choices when individuals may not have good access to public transit or safe active transportation routes.	Thank you for your comment.	No changes required.
Fraser Health	E - Goal 4	n/a	Affordability, quality and design of housing are all major determinants of health and communities offering a variety of diverse and affordable housing options can address the needs of community members. Housing quality has direct physical health impacts. Affordable housing availability is highly interrelated with the experience of poverty, which is associated with significant health impacts. Affordability also affects housing suitability, which has implications for mental and social well-being.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Fraser Health	E - Goal 4	n/a	Residents who do not have access to affordable housing often suffer from higher rates of stress, mental illness, and other poorer health outcomes. We also know that housing directly affects the health of children and youth, including development and lifelong goals. By contrast, access to affordable housing and a range of well-designed housing forms and tenures promote demographic diversity, nurtures social engagement and fosters improved mental health and well-being.	Thank you for your comment.	No changes required.
Fraser Health	E - Goal 4	n/a	Affordable housing, as well as social and supportive housing, are both critical gaps in our region and we welcome the RGS focus on affordable housing in the RGS. We value the explicit focus on meeting the housing needs of lower income and under-housed individuals and particularly value the use of strategies to increase community acceptance of affordable and supportive housing. We also applaud the use of explicit targets in setting goals for the creation of affordable rental housing in highly accessible areas. Greater protections for tenants in the RGS also have the potential to reduce relocations, which can be disruptive to social networks; this is particularly important for the health of children and other socially vulnerable individuals.	Thank you for your supportive comments.	No changes required.
Fraser Health	E - Goal 4	n/a	We support the intent to advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning power.	Thank you for your supportive comments.	No changes required.
Fraser Health	E - Goal 4	n/a	The plan currently promotes social and supportive housing in high-value FTDAs and UCs; we would also encourage the location of social and supportive housing in other locations if well suited due to existing locations of amenities, transit service, and/or other existing social supports. While service access is an important consideration for such developments, there are important benefits of distribution of social and supportive housing throughout communities. For example, children in low-income families have improved outcomes when living in income-integrated communities.	Urban Centres and FTDAs were selected as the transit-oriented geographies that will be used to monitor Policy 4.2.3 given the regional significance of these overlays, and their direct ties to the regional growth strategy. The affordable rental housing aspirational target will allow us to monitor progress and adjust our efforts as needed over time, which could include widening the scope of the selected geography if needed in future.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Fraser Health	E - Goal 4	n/a	FH would suggest Metro Vancouver provide a definition for the affordable housing recommended regarding the target of 15% affordable rental housing in urban centres, for example, a target to 30% of median income. Applicable member jurisdictions should also have targets for shelter-rate rental housing, particularly near transit. Metro Vancouver may also consider advocacy for the province to create powers such that local governments, BC Housing and other housing providers may acquire existing affordable housing through first right of refusal.	Following adoption of Metro 2050, more guidance will be provided with regards to the exact definition of "affordable rental housing" that will be used to monitor progress toward this target. The definition will likely be based on a percentage of the Regional Median Household Income, by number of bedrooms. Metro Vancouver has previously advocated to the Province to provide policy guidance or to establish a provincial program for acquisition of existing affordable rental housing.	No changes required.
Vancouver Coastal Health	E - Goal 4	n/a	Housing availability and affordability continues to be one of the most pressing issues in Metro Vancouver. Access to safe, affordable, and suitable housing is a core determinant of health that must be addressed. Ensuring that people have homes they can live in that are affordable for their respective incomes and close to work is also key to ensuring a diverse labour force to provide the essential services in communities, including healthcare and other essential workers and many others who face the pressures of affordability. Affordable housing alone will not result in complete communities though. Affordable and culturally appropriate small businesses, social services providers, arts and culture organizations, and community non-profits also need homes in our communities, and the pressures of densification will require thoughtful and creative solutions from municipal governments to truly ensure residents of all incomes have ready access to important amenities.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 4	Preamble	MUNI – Immigration and Settlement Services • Under social equity, consider incorporating discussion of unique needs of certain populations in addition to income status/housing tenure. A deeper intersectional analysis of needs may reveal a need for more targeted strategies. For example, we hear from service providers that refugees and asylum seekers in particular struggle to find a landlord willing to rent to them; this is due not only to low income, but also racial discrimination from landlords, language barriers, lack of Canadian references or credit history, and precarious immigration status (in the case of asylum seekers). As such, the private rental market - even if supply were increased and more rental subsidies provided - may not be able to address this population's inequitable access to safe and appropriate housing.	In general, Goal 4 ensures increased supply and diversity of housing to meet a variety of needs across the housing continuum. Furthermore 4.1.9 requires member jurisdictions to include specific statements about special needs housing and the housing needs of equity-seeking groups in their housing strategies / action plans.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 5	5.1	MLI – Clean Transportation Branch • Where they are listed (Strategy title, 5.1.4, 5.1.7, etc.), consider reordering modes to reflect complete street hierarchy (walking, cycling, transit, multi-occupancy vehicle …)	Thank you for your comment.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 5	5.2	Support policies and strategies such as 5.2 to coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services.	Thank you for your supportive comment.	No changes required
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 5	5.2	AFF – Land Use Planning • Support for inclusion of policies that support transportation and access for agricultural areas and farming	Noting policy 2.2.6 and the numerous provisions of Goal 5 related to supporting goods movement in the region from economic, agricultural and transportation perspectives.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 5	5.2	EMLI – Clean Transportation Branch • Consider clearly mentioning that movement of goods by less energy intensive modes than on-road vehicles and aircraft should be supported and acknowledgement that movement of goods by rail, marine and cargo bike is much less energy and emissions intensive. The draft includes policies preserving railways / waterways for transport but including statements that these are much less energy/emissions intensive would emphasize this strategy for movement/medium-heavy duty vehicles and goods movement.	While Metro Vancouver is in favor of emission reductions in the goods movement sector, this request cannot be supported as it is unclear how local or regional government could influence a reduction in the use of aircraft and on-road vehicles for the movement of goods. This is federal jurisdiction.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	E - Goal 5	5.2.6(b)	Support the modification made to policy 5.2.6(b) to include short sea shipping.	Thank you for your supportive comment.	No changes required
Fraser Health	E - Goal 5	n/a	We are pleased to see the strategy highlight the need for a close-knit relationship between land use development and sustainable modes of transport to create regional growth patterns that are resilient and promote healthy lifestyles. We support Metro Vancouver in its commitment to work with TransLink and other partners to ensure that active modes of transport including transit, are a priority. The inclusion of an equity lens on access to public and active transportation will support more vulnerable populations who experience poorer health.	Thank you for your supportive comment.	No changes required
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 5	n/a	[COMMENTS FROM MUNI - PLANNING AND LAND USE MANAGEMENT BRANCH] Throughout draft (where appropriate), recommend ordering all lists of modes according to desired modal hierarchy: walking, cycling, transit, etc. For instance, suggest this edit to page 15: “Urban Centres are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where walking, cycling and transit, cycling, and walking are the preferred modes of transportation. (There are lots of occurrences under Goal 5 in particular).	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
UBC	F - Implement.	6.2.1	Policy 6.2.1: All member jurisdictions are required to submit updated Regional Context Statements to the Metro Vancouver Regional District Board within two years of Metro 2050's adoption. As noted above, UBC is not a member jurisdiction. Provincial regulations require UBC to submit an updated Regional Context Statement to Metro Vancouver for comment upon the submission of a UBC Land Use Plan amendment to the Minister of Municipal Affairs for approval. UBC's upcoming Campus Vision 2050 process will likely result in amendments to the University's Land Use Plan. If so, UBC would amend its Regional Context Statement at the same time.	Thank you for your comment.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	F - Implement.	6.3.4 c)	We believe, given the critical shortage of remaining industrial lands, that the voting threshold in the draft Metro 2050 is too low to curtail continued conversions of industrial lands within the region	Through the Industrial & Employment policy review and as recommended by the Regional Industrial Lands Strategy, a higher voting threshold for regional land use designation amendments was considered, however not supported by the Metro Vancouver Board.	No changes required.
Vancouver Fraser Port Authority (Theresa Rawle)	F - Implement.	6.3.4 c)	VFPA is not supportive of 6.3.4(c) which identifies the process to amend lands currently designated as Industrial as a Type 3 amendment requiring an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board.	Through the Industrial & Employment policy review and as recommended by the Regional Industrial Lands Strategy, a higher voting threshold for regional land use designation amendments was considered, however not supported by the Metro Vancouver Board.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Fraser Port Authority (Theresa Rawle)	F - Implement.	6.3.4 c)	VFPA further requests that the process to amend lands currently designated as Industrial be considered a Type 2 amendment requiring an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board.	Through the Industrial & Employment policy review and as recommended by the Regional Industrial Lands Strategy, a higher voting threshold for regional land use designation amendments was considered, however not supported by the Metro Vancouver Board.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	F - Implement.	Re: Goal 4	MUNI – Immigration and Settlement Services • Consider including a performance measure on other dimensions of social equity and affordable housing access.	A much more extensive set of performance indicators is part of an Implementation Guideline associated with Metro Vancouver's Performance Monitoring Program. Further work on social equity may result in both addition to the Implementation Guideline and Metro 2050 as appropriate.	No change required
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	G - Performance Monitoring	6.2.7	AFF – Land Use Planning • Is there a potential in b) to erode industrial land base and if so, will this be tracked in monitoring?	This policy was carried forward from Metro 2040. Regional land use designation changes made via 6.2.7 are being tracked by Metro Vancouver.	No change required

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Fraser Health	G - Performance Monitoring	n/a	Fraser Health also recommends the modification of metrics and/or the addition of other metrics where possible: We applaud the inclusion of a metric related to child care; however, this metric may not fully align with child care accessibility in complete communities. Child care accessibility is better assessed using metrics that represent the additional travel time used to access child care and/or ability to secure local child care spaces in a timely way. The definition of affordable rental housing related to metrics for Goal 4 is affordable for people who make up to 120% the median income. This seems unlikely to represent true affordability for a significant proportion of the population. We recommend consideration of additional indicators on suitability and quality of housing, particularly for vulnerable individuals and families with children (e.g. core housing need).	120% of the Regional Median Household Income ($85,000 based on the 2016 Census) includes the very low, low, and moderate income groups in our region, and is reflective of Metro 2050's vision to provide diverse and affordable housing choices that meet a variety of needs along the housing continuum. This definition also generally aligns with the affordable housing definitions of major funders and other municipalities/ jurisdictions. Metro 2050 also encourages increased supply of adequate (not in need of major repairs) and suitable (enough bedrooms for the size and make-up of resident households) housing. The performance monitoring program is limited by staff capacity and so additional indicators cannot be supported.	No change required.
Fraser Health	G - Performance Monitoring	n/a	We find the outline of specific metrics used to measure progress very helpful. Proposed metrics in the RGS that have particular relevance to health include: Monitoring access to community services and amenities, particularly in UCs and FTDAs Walkability index and GHG emissions Growth in priority area targets for housing, employment accessibility, Ecosystem health indicators Percentage of household income spent on housing and transportation	Thank you for your comment.	No change required.
Fraser Health	G - Performance Monitoring	n/a	Future work with Fraser Health on indicators may provide opportunities to align metrics and measure the health benefits of the RGS implementation	Thank you for your comment	No change required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
UBC	General	6.14.3	Metro 2050 refers to 'Member Jurisdictions' throughout the document. UBC is located in Electoral Area A and is not a member jurisdiction of Metro Vancouver. However, the University has unique land use planning regulatory powers under the Municipalities Enabling and Validating Act Part 10-2010. This legislation requires that UBC's Land Use Plan describes how its policies work towards the purpose and goals of Metro Vancouver's Regional Growth Strategy.	This is acknowledged in policy 6.14.3 on page 97.	No change required.
ALC	General	General	The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.	N/A	No change required.
Bowen Island	General	n/a	BIM Council is generally supportive of Metro 2050 as it stands, and it needs to be recognized that Metro Vancouver staff have put a tremendous amount of thought and effort into this planning initiative.	Thank you for your supportive comment.	No change required.
UBC	General	n/a	The University and its community are pleased to see a continuation of important policy directions from previous Regional Growth Strategies to create compact, affordable communities connected with high quality transit.	Thank you for your supportive comment.	No change required.
UBC	General	N/A	I want to reiterate UBC's broad support for the land use planning and policy directions in Metro 2050. Thank you again for your collaboration with UBC and the opportunity to comment.	Thank you for your supportive comment.	No change required.
Vancouver Coastal Health	General	n/a	• VCH is happy to partner with and / or discuss advocacy strategies on a number of areas of interest (e.g. providing a voice to help drive complete and compact communities; safe, affordable and accessible housing; food security; climate change adaptation actions)	Thank you for your supportive comment.	No change required.
Vancouver Coastal Health	General	n/a	In recent years, there has been more recognition of the ways by which community planning and other forces have exacerbated and contributed to societal inequities, which are linked to population health outcomes. Over the course of the COVID-19 pandemic, it has become even more evident that we all – individually and organizationally – have a responsibility to help address equity issues. This being said, no single level of government, ministry, or department can shoulder responsibility for addressing these equity concerns alone. Each within their different mandates have resources and powers which can positively affect conditions in which those inequities might persist, worsen or improve. VCH is on its own journey to better understand and improve on equity in policies and practice. We hope to collaborate with Metro Vancouver to better understand the impact that historic oppression and inequities have had on our region, and to identify and develop policies to improve equity across the region.	Thank you for your supportive comment.	No change required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Coastal Health	General	N/A	VCH recognizes that Metro Vancouver has identified a number of advocacy opportunities for the organization in this update to the RGS. We applaud this and encourage plans to develop and fund a detailed and systematic advocacy plan. As an agency that also sees many opportunities to advocate for healthier and more equitable policies, we see an opportunity for collaborative efforts to advocate jointly on issues of common interest and stand ready to be engaged to support this work.	Thank you for your supportive comment.	No changes required.
Vancouver Coastal Health	General	n/a	Both Metro Vancouver and VCH are agencies that apply data-driven approaches to decision making. Today, with a growing abundance of data to support informed decisions, we may struggle to share this valuable information across agencies. We look forward to discussing future opportunities to share and present data with Metro Vancouver and expand on indicators that emphasize the connections between planning policy and health outcomes. We anticipate that this will support mutual situational awareness as we work towards common targets for community health and wellbeing	Thank you for your comment.	No changes required
Vancouver Coastal Health	General	n/a	We appreciate the challenge undertaken by Metro Vancouver in creating and updating a strategy for this diverse region. We look forward to continued collaboration with Metro Vancouver on future drafts and implementation of the Regional Growth Strategy.	Thank you for your supportive comment.	No changes required.
Kwantlen Polytechnic University	General	n/a	Kwantlen Polytechnic University (KPU) is supportive of the draft Metro 2050 Regional Growth Strategy and its updated policy framework, as it is a key region-building tool used by public institutions like ourselves that work closely with all levels of government, including First Nations, to gain insights into the future of the quickly evolving Metro Vancouver region. Specifically, and based on our review of Metro 2050, KPU recognizes the value of the strong vision put forth through the draft Regional Growth Strategy. While KPU understands that continued conversations with local municipalities and Indigenous communities will still occur towards the interpretation and implementation of the updated Regional Growth Strategy, Metro 2050 does advance a continued future vision of the Lower Mainland that concurrently aligns growth with the creation of complete, connected and resilient communities, while still preserving the essential employment and natural spaces that are vital to the long-term sustainability of our region.	Thank you for your supportive comment.	No changes required.

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Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	General	n/a	[COMMENTS FROM AA - LAND USE PLANNING] AFF is interested in strengthening its relationship with Metro and local governments. The ALC is typically a referral contact for land use decisions/amendments in or near areas zoned or designated as Agricultural or ALR. AFF provides support role for the ALC and they would appreciate being involved in land use policy decisions, and potentially a referral agency for amendments to the RGS that relate to agriculture. The AFF contact is Jeffrey Weightman (jeffrey.weightman@gov.bc.ca)	Thank you for your comment.	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	General	n/a	[COMMENTS FROM MUNI - PLANNING AND LAND USE MANAGEMENT BRANCH] Support for measures that address and mitigate natural hazard and climate change risks in land use planning and transit and other infrastructure investments.	Thank you for your supportive comment.	No changes required.
Bowen Island	General	n/a	BIM Council has the following recommendations: 3. Please refer the Metro 2050 draft policy and future referrals formally to the Islands Trust.	Thank you for your comment. Metro Vancouver will add Islands Trust as requested. As a member of Metro Vancouver, Bowen Island will receive referrals as well.	No changes required.
City of Abbotsford	General	n/a	Staff's review concluded that the draft RGS goals, strategies, and policy actions do not directly impact City of Abbotsford plans and strategies. However, the RGS could be enhanced by reflecting the broader regional context.	Thank you for your comment. Please refer to 1.1.4, 1.2.22, 1.2.24 f), 3.4.2, and 5.1.9.	No changes required.
Fraser Health	General	n/a	We recognize that the health and wellbeing of our communities is largely determined by the wider social, environmental and economic determinants. Given the strong influence the RGS has on these determinants, it has the potential to contribute substantially to the health of our population. Overall, we strongly endorse the guiding principles and goals of the plan and believe actions in service of these principles and goals will have significant impacts in improving health. The addition of an equity analysis to the development of the plan has strongly enhanced the potential of the RGS to improve health outcomes across all population groups.	Thank you for your supportive comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Fraser Health	General	n/a	It is pleasing to see the alignment and linkages of the RGS to the TransLink Transport 2050 Strategy and BC Climate Action Strategy 2050, which themselves are oriented toward health-promoting policies. We welcome further opportunities for the health sector to work more closely on the implementation of the RGS, particularly where knowledge translation relevant to health benefits can be useful for member municipalities. This also creates an opportunity to build alignment with current/emerging population health strategies/plans.	Thank you for your supportive comment.	No changes required.
ALC	General	n/a	Thank you for forwarding a draft copy of Metro Vancouver 2050: Regional Growth Strategy (the "Draft") on July 22, 2021, for review and comment by the Agricultural Land Commission (ALC). The following comments are provided by ALC staff to help ensure that the Draft Strategy is consistent with the purposes of the ALC Act, the Agricultural Land Reserve (ALR) General Regulation, the ALR Use Regulation, and any decisions of the ALC.	Thank you for your comments.	No changes required.
ALC	General	n/a	Metro Vancouver is in the process of updating Metro 2040: The Regional Growth Strategy (last updated in 2011) to extend the regional growth strategy to the year 2050. This process considers significant drivers of change; integrates with Transport 2050 (TransLink's new Regional Transportation Strategy); and implements policy improvements in a number of areas.	N/A	No changes required.
ALC	General	n/a	As noted in the Agricultural Policy Review Summary, agricultural lands are an important component of Metro Vancouver, crucial to supporting food production, economic activity, and resilience to climate change. In total, there are 61,002 hectares of ALR land within Metro Vancouver, constituting ~20% of the region's land base.	N/A	No changes required.
ALC	General	n/a	Agricultural lands, particularly in the lower mainland, face immense pressure from competing residential, industrial, and commercial land-use demands. The effect of this pressure is increased speculation, alienation of farmland, and unaffordable land prices for farmers. Whilst the Agricultural Land Reserve is the provincial instrument to protect farmland and encourage farming, Metro Vancouver compliments and strengthens this provincial vision with its own instrument: the Urban Containment Boundary. The Urban Containment Boundary, by limiting servicing extensions into agricultural areas, reduces development pressure and land speculation. The ALC recognizes the important role that the Regional Board plays in protecting farmland by upholding this reinforcing layer of protection.	Thank you for your comments.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
ALC	General	n/a	ALC staff provided comments on a previous version of the Draft in March 2021, as part of a review undertaken by the Intergovernmental Advisory Committee. ALC staff appreciate that many of our recommendations and suggestions have been integrated into the current Draft. ALC staff also recognize and appreciate the extensive amount of effort and engagement undertaken by Metro Vancouver in the preparation of the current Draft and provide the following additional comments for Metro Vancouver's consideration.	Thank you for your comments.	No changes required.
Bowen Island	H - Glossary	n/a	BIM Council has the following recommendations: 2. The glossary of terms be expanded to include more terms used throughout the policy to help ensure consistency in understanding (e.g. compact urban area).	The Metro 2050 glossary is provided to provide clarity on terms that are specific to the Metro 2050 text, not to duplicate other planning resources. Where a term is not included, the common interpretation should be assumed.	No changes required.
Bowen Island	I - Maps	n/a	BIM Council has the following recommendations: 5. BIM Council strongly requests that Metro 2050 mapping documents change the way Bowen Island is currently represented to reflect the key values Bowen provides to the region, including conservation and recreation. For example, the maps can show Bowen Island as green with an asterisk and accompanying note clarifying that BIM is not a signatory to the document. To identify Bowen Island in any other way is to diminish the importance BIM brings to the region as a whole.	Metro 2050 Maps have been updated. There will be no Regional Land Use Designations shown on Bowen Island, but a notation noting the unique relationship to the plan will be included on Map 2. The SEI, Greenways, and ALR will still be shown on the Metro 2050 maps for Bowen Island.	No changes needed.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	I - Maps	n/a	MUNI - Planning and Land Use Management Branch • Support Metro's extensive efforts to broaden and enhance dialogue with regional First Nations in sometimes challenging but rewarding conversations. Also support inclusion and refinement of Indigenous communities' representation on Map 1.	Thank you for your comment.	No change required

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
City of Abbotsford	I - Maps	n/a	Policy 6.7.1 indicates that Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions. Furthermore, Policy 2.1.8 suggests that Metro Vancouver will advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters. While the City of Abbotsford applauds these commitments, we are of the opinion that the draft RGS could be strengthened by increasing consideration of what is happening and/or anticipated immediately outside its boundaries. For instance, draft RGS maps could be enhanced to further recognize adjacent municipalities, regional districts, and the United States to reflect the many important assets that lie outside Metro Vancouver boundaries, but upon which the region benefits. These include but are not limited to: • Transportation corridors (e.g., Hwy 1, Fraser Hwy, 16 Ave/Marshall Rd Connector) • Inter-regional transit routes • International border crossings • The Abbotsford International Airport • Inter-Regional Greenways (e.g., Canyon to Coast/Trans Canada Trail) • Natural areas, sensitive ecosystems, and recreation lands (e.g., Aldergrove Regional Park) The City of Abbotsford is of the opinion that the draft Metro 2050 RGS could be strengthened by acknowledging these assets, laying the foundation for future collaboration and coordination of planning efforts throughout the Lower Mainland.	In several places inter-regional and inter-municipal connections and collaboration is needed and will be undertaken. In particular, policies 1.1.4 and 5.1.9 note Metro Vancouver's commitment to work collaboratively other levels of government and adjacent regional districts on interregional transportation connections.	No changes needed.

ATTACHMENT 3

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Department of Fisheries and Oceans Canada	B	Vision, Goals and Principles	We recommend more emphasis in the Regional Vision, principles and goals on coordination and collaboration across jurisdictions (including with First Nations)	The regional vision is intended to articulate the desired future state of the region. It does not speak to relationships or governance issues which are addressed elsewhere.	No changes required.
Department of Fisheries and Oceans Canada	B	Vision, Goals and Principles	Although the Strategy considers climate change and natural hazards, our review did not find any consideration of cumulative effects in this Strategy. Cumulative effects of development along with climate change will continue to add significant pressure on urban ecosystems (including fish and fish habitat), and we recommend that the Strategy take into account. We recommend that particular consideration be given to the importance of keystone species such as salmon and Southern Resident Killer Whales and the protection of ecosystems important to their survival, including the Fraser River Estuary. This should include consideration of how civic authorities and resources can be applied to improve outcomes for iconic species like salmon and Southern Resident Killer Whales by addressing key threats to these species.	Metro Vancouver also requested a regional impact assessment for the Fraser River Estuary during the federal regulatory review process in 2017. A sub-action to 3.2.6 has been added to reflect this advocacy role. In addition, Metro Vancouver is in the process of convening a task force to explore the reestablishment of Burrard Inlet Environmental Action Program (BIEAP) and Fraser River Estuary Management Program (FREMP) inter-governmental partnerships that coordinated the environmental management of two significant aquatic ecosystems in the Lower Mainland of British Columbia.	Add a new sub-action for MVRD under 3.2.6 (page 59) to "Advocate to Federal government and the Province to: c) undertake a regional impact assessment of the Fraser River Estuary to support the management of cumulative effects of development."
Department of Fisheries and Oceans Canada	B	Vision, Goals and Principles	Resilience underpins this Growth Strategy, and should be considered in all facets, including maintaining resilience of our natural ecosystems within a changing climate.	Actions under policies 3.1 and 3.2 to protect, enhance, restore and connect ecosystems will help to improve their resilience.	No changes required.
SFU Renewable Cities	C	Guiding Principles	Strengthen Equity and Affordability in RGS Principles Currently Principle 4 in the RGS reads: “provide mobility, housing, and employment choices.” There are, nevertheless, diverse mobility, housing, and employment choices if you are affluent. Options are more limited for lower income households. One major reason for low mobility options is high-cost transportation infrastructure investments—road, bridge and transit—and low transit utilization rates due to inadequate land use integration with transit. Local governments and TransLink have immense influence over these decisions. Transit service improvements should manage fare increases. This RTP-RGS agenda will increase upwards pressure on fares because ridership will be inadequate due to land use conditions...Principle 4 should be amended to address the region’s most pressing equity priority, specifically: “Provide affordable mobility and housing choices, and diverse employment choices.”	Staff support revising Guiding Principle # 4 to read "Provide affordable mobility, housing, and employment choices for all"	Revise Guiding Principle # 4 to read "Provide affordable mobility, housing, and employment choices for all"
SFU Renewable Cities	C	Guiding Principles	Principle 5 should be amended to address equity and a user pay principle, specifically: “Support efficient provision and fair and sustainable infrastructure financing.”	It is outside the scope of Metro 2050 to address infrastructure financing equity.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Abundant Housing Vancouver	D	General / Projections	Between 1991 and 2016, the overwhelming majority of regional growth occurred in the suburbs, out of the City of Vancouver: in that period, fewer than one in five new residents was housed in the City of Vancouver. Simply put, we do not think this is a genuine reflection of housing demand, but rather reflects the obvious reality that housing in the City of Vancouver is scarce. Over the last 30 years, Vancouver has experienced an average rental vacancy rate of 0.9%. The 2019 Empty Homes Tax Report identified only 1,893 empty homes in the city without an exemption. When new housing is built in the City of Vancouver, it is lived in. The demand is there, and planning that fails to recognize that cannot succeed. Vancouver's scarce housing acts as a limit on its population growth; obviously, more people cannot live in the City of Vancouver than for whom housing exists. The city's scarce housing is a cap on its population, with predictable results: the tremendous unmet demand for housing leads to vociferous competition among would-be residents and current residents, driving rent increases, price increases, low vacancy rates, and the reverse filtering of housing from lower-income residents to higher-income residents. The outcome is today's status quo of unaffordability, climate-destroying car dependency, and the destruction of social cohesion as families and friends are scattered across the region as they search, often in vain, for suitablehousing. To look at past growth as a guide to future growth in these conditions is simply to cement today's injustice into tomorrow's. It is to tell everyone priced out of the City of Vancouver that there will not be a place for them tomorrow, either. Sadly, the Metro 2050 draft continues this pattern of planned scarcity and exclusion. Worryingly, the draft does not even provide municipal-level projections. It instead combines the City of Vancouver, Burnaby, and New Westminster into the "Burrard Peninsula" subregion, which is expected to grow by only 322,900 people between 2020 and 2050 -- a mere 30% of the region's overall growth of 1,069,800 people over that time. The idea that only 30% of the region's new residents between now and 2050 would choose, if they could, to live in the "Burrard Peninsula", and that fewer still would choose to live in the City of Vancouver, is, on its face, implausible. Further, it clearly runs counter to Metro 2050's stated goal of creating a compact urban area. Metro 2050, in fact, does the exact opposite: plan for a future of continued housing scarcity in the urban core, with the resulting unaffordability, displacement of renters, and inability to meet climate targets.	Note that Metro 2050 encourages members to increase housing choice and supply, especially the supply of transit-oriented affordable rental housing.	No changes required.
Department of Fisheries and Oceans Canada	D	Growth Projections	Suggestion to acknowledge long-term challenges of human population growth on ecosystems and wildlife under the Growth Projections section and in connection with goal 3 of document. Suggest incorporating the following sentence: "Reduce the threats from human population growth and development on the important habitats, sensitive ecosystems and wildlife, including food webs".	Thank you for your suggestion. The Growth Projections section is intended to provide information about projected population, housing and employment growth.	No changes required.
Urban Development Institute	D	Growth Projections	Metro Vancouver is estimating that the region will grow by 35,000 per year until 2050. This may be underestimating the anticipated growth of the Region. Even though immigration fell dramatically during the COVID-19 pandemic, the Federal government is targeting over 400,000 immigrants per year. This is substantially more than the 341,000 immigrants that came to the country in 2019 and the 321,000 that came in 2018, and these were record years.	Metro Vancouver's growth projections are based on past and emerging trends. The population, housing and employment projections are updated regularly as new data becomes available. Should immigration rates change by the Federal Government, that will be considered and the projections reevaluated.	No changes required.
West Coast Environmental Law	D	n/a	General Urban Add "natural landscaping" after recreational facilities. In addition to parks, natural landscaping can be deployed across neighbourhoods in urban areas and is important for environmental and human health.	Natural landscaping' is beyond the scope of a long-range regional land use plan. Note that there are policies that encourage green infrastructure in General Urban areas are included in Goal 1.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Urban Development Institute	E - Goal 1	1.1	UDI is not opposed to Metro Vancouver retaining the current boundaries of the Urban Containment Boundary (UCB) at this time "… to protect important lands such as Conservation and Recreation, Agricultural and Rural lands …". However, there needs to be a recognition that the region is running out of greenfield land within the UCB. The new RGS will mandate that 98% of future growth in Metro Vancouver has to be accommodated within the Urban Containment Boundary - which is under 91,000 Ha - and only 5% of that area, 4,800 Ha, is classified as vacant or greenfield.	Metro Vancouver is supportive of infill development and intensification within the Urban Containment Boundary. It is recognized that continuing the greenfield development patterns of the past should not be the focus of future regional growth planning given the challenges of this land-constrained region, the protection of local food producing lands, and the important shared vision of compact growth that is cost effective, efficient, walkable, equitable, transit-oriented, and climate friendly.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2	In 1996, the Greater Vancouver Regional District's Livable Region Strategy established "growth concentration areas" and 13 Town Centres in which to focus growth. In 2011, there were 17 Town Centres in Metro Vancouver 2040. "Growth concentration areas" have been all but abandoned. "Frequent Transit Development Areas" are a commendable new planning designation in Metro 2050 with untapped potential. They are also being used to justify additional growth centres, some of which are inconsistent with RGS goals.	The Urban Centres and FTDAs remain unchanged from Metro 2040. The updated FTDA policies in Metro 2050 seek to provide support the identification of more FTDAs in transit-oriented locations that are appropriate for growth and to avoid the identification of new FTDAs in locations that are inappropriate.	No changes required.
Urban Development Institute	E - Goal 1	1.2	We are disappointed that only growth projections, as opposed to targets, will be in *Metro 2050* when it is approved. In fact, unlike the *Metro 2040 RGS* , the growth projections only go to the sub-regional level – not municipality by municipality. This will make it more difficult to ensure that local governments provide the new housing needed in our region. **UDI recommends that soon after the new *RGS* is approved, Metro Vancouver, and its member jurisdictions work with the Province to develop housing targets for each jurisdiction.** This would strengthen Strategy 1.2.24 in which member jurisdictions "*Provide dwelling unit and employment projections that indicate the member jurisdictions share of planned growth …*".	The projections are used to guide and manage the anticipated growth coming to the region over the long term. Because housing growth is driven largely by market factors and population growth, it is not advisable to have housing growth targets in a regional growth strategy. Instead, the targets in Metro 2050 are linked to indicators that local governments have control over such as directing housing growth to Urban Centres and FTDAs. The Housing Needs Reports that each municipality is now required to complete will guide the respective needs of each member jurisdiction over time.	No changes required.
Urban Development Institute	E - Goal 1	1.2	**UDI is pleased that Metro Vancouver is considering using the sub-regional projections to "establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions," and monitoring "… progress towards the targets …". It is the areas near transit that need targets the most. Currently, only Vancouver (for the Metropolitan Core) and Surrey (for its Metro Core) have growth targets tied to local governments on Table 2. However, we recommend that targets be established for each Urban Centre and Frequent Transit Development Area (FTDA) within 800 metres around each transit station.** Ideally, this would be an outcome of Strategy 1.2.24, as member jurisdictions will have to provide projections for their share of the regional growth of Urban Centres, FTDAs and Major Transit Growth Corridors. This would make local governments more accountable for the growth near transit infrastructure in their communities.	Metro Vancouver has identified refining and revisiting the Urban Centre and FTDA growth targets collaboratively with member jurisdictions as a future project post-adoption of Metro 2050. The housing markets vary widely across the region and changes frequently; it is therefore challenging and not advised to impose broad-brushed targets to each centre.	No changes required.
Urban Development Institute	E - Goal 1	1.2	UDI is generally supportive of this goal. ... However, there are some Urban Centres that are not connected to the SkyTrain system, and many transit stations that are not considered to be Urban Centres. **UDI recommends that Metro Vancouver consider supporting more development, including major commercial spaces, in FTDAs that have transit stations.**	Metro 2050 is supportive of commercial development in FTDAs. 27% of regional job growth to 2041 is targeted for FTDAs.	No changes required.

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Urban Development Institute	E - Goal 1	1.2	There are several areas along TransLink's Major Transit Network (MTN) that are neither FTDAs nor Urban Centres. **We recommend that Metro Vancouver, TransLink and local governments ensure that the Urban Centres and FTDAs align as much as possible with the MTN.** With the positive addition of Corridor FTDAs for bus-rapid transit lines in *Metro 2050* , it will also be important that these align with TransLink's RapidBus lines.	Some segments of the MTN have been deliberately excluded from the Major Transit Growth Corridor because they did not meet the defined criteria (resilient, connected, anchored, etc.). The MTGCs will likely evolve over time as local corridor and neighbourhood planning work is undertaken by member jurisdictions.	No changes required.
Recycling Alternative	E - Goal 1	1.3	Do you in general agree with the direction of the plan? Yes, specifically agree with the following components: more explicit integration of equity outcomes related to inclusive jobs and complete communities	Thank you for the supportive comment.	No changes required.
SFU Renewable Cities	E - Goal 1	1.1.1 and 1.1.2	Strengthen Fairness and Sustainability in Infrastructure Provision Principle The RGS's perspective on efficient infrastructure provision is commendable. Metro Vancouver should also endeavour to strengthen the fairness and sustainability in infrastructure servicing cost by Metro Vancouver and member municipalities. Multi-family households typically pay significantly higher costs per linear metre of civic infrastructure and higher costs per litre of water consumption / sewage throughput, than single family households, generally subsidizing single family household infrastructure. While inadvertent, this is an unfair subsidy to low density, distributed development. One of the reasons, commercial taxes and utility fees tend to be disproportionately higher is to also subsidize lower density residential areas.	The intention of policies 1.1.1 and 1.1.2 is to keep utility costs lower for all by preventing inefficient and costly sewerage extensions into areas beyond the Urban Containment Boundary.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2.10	Criteria should ensure FTDAs exclude areas which undermine the RGS's goals, e.g. o Forest and natural area such as East Clayton FTDA is exemplary of what to exclude in an FTDA. This area has the characteristics of a Rural Land Use Designation and was inappropriate for growth, undermining local, RGS and TransLink commitments to climate resiliency, complete, compact growth, congestion and carbon management. o Proxies for new urban centres that are difficult to serve with transit and will be auto oriented such as Carvolth FTDA, for example, which is increasing local and regional congestion and carbon.	The purpose of the designation of the new Major Transit Growth Corridors is to set as a minimum requirement a new FTDA can only be identified within the MTGC that meets specific criteria. Table 4 and 3 provide additional criteria intended to avoid new FTDAs that are not transit-supportive or in locations inappropriate for growth.	No changes required.
Vancouver Economic Commission	E - Goal 1	1.2.12, 1.3.7 f)	Transit-oriented development in the region has not always been delivered in an equitable way that is accessible to people of diverse incomes and identities. Include social impacts/mitigation of displacement in implementation guidelines. Opportunity to link to Strategy 1.3.7 f). Suggest that the implementation guidelines themselves should address how municipalities can direct growth near transit but off of arterial roads and consider the impacts of "air quality, noise, and vibration mitigation strategies for new residential and commercial buildings This would also be valuable as an update to the Health Impact Assessment tool.	Thank you for your suggestion regarding the Implementation Guidelines.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2.25	The draft RGS aims to "develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing (1.2.25)." This Action should be specifically targeting the integration of affordable housing proximate to affordable transit on underutilized public land and the advancement of zoning and permitting innovations to support low carbon affordable transportation and housing.	Metro 2050 contains multiple policy actions supportive of affordable housing near transit.	No changes required.
Urban Development Institute	E - Goal 1	1.2.25	The draft *RGS* rightly includes a strategy (1.2.25) that TransLink develop plans and actions for its land holdings to "… *include the provision of affordable rental housing* ." UDI supports this, and would advocate that senior governments, Metro Vancouver, municipalities and the broader public sector consider similar approaches – especially when selling properties.	Thank you for your supportive comments.	No changes required.

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Urban Development Institute	E - Goal 1	1.2.4 c)	UDI supports directing new non-residential major trip-generating uses, such as business parks, large format entertainment venues and malls to Urban Centres and FTDAs to encourage transit and active transportation while reducing GHGs. We are also pleased that "… density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and financial tools and other incentives …," are being considered to support this policy. These are positive approaches that we recommend local governments consider.	Thank you for the supportive statement.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2.5	FTDAs should be established around every rapid transit station outside an urban centre, and along rapid and frequent transit corridors, like the Cambie Corridor, re-allocating growth away from greenfields.	Only member jurisdictions can initiate the identification of an FTDA, in consultation with TransLink. This is because a member must be supportive of growth in that identified area, complete the necessary engagement local area planning, and be prepared to advance the necessary local land use planning changes and investments to support that growth.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2.9	Establish a permanent ceiling on the number of Urban Centres. (UBC could be the single exception to this policy. UBC is already a job, study and residential hub bigger than some Regional City Centres.)	The intention of policies 1.2.9 and Table 4 is to provide explicit limitations on the potential for new Urban Centres and to provide clear requirements that must be met prior to the identification of an area as a new Urban Centre. As the region continues to grow and mature over the 30 planning horizon of Metro 2050, it is inevitable that we will collectively need to revisit the growth structure and number of Urban Centres and FTDAs over time.	No changes required.
SFU Renewable Cities	E - Goal 1	1.2.9	Continuing to provide reclassifications for new urban centres is a recipe for increased carbon, congestion and ecosystem loss.	It's unclear how providing a mechanism to reclassify an established FTDA into a Municipal Town Centre could increase carbon emissions. Intensification of established settlements is long-standing sustainable land use strategy in Metro Vancouver. The additional criteria in Metro 2050 is intended to be clear on expectations by centre type and allow member jurisdictions to reclassify as growth pressures increase over time.	No changes required.
North Shore Table Matters	E - Goal 1	1.3.7 f)	Recommendation #4: Encourage health impact and social needs assessments Community health and social needs must be considered in creating complete communities. Residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents) in these complete neighbourhoods. This includes affordable grocery stores, food growing spaces, emergency food services, markets, food literacy opportunities, etc. This food access needs to be sustainable and to withstand the impacts of climate change and emergencies.	Thank you for the supportive comment. We agree, which is why Policy 1.3.7 f) suggest the use of formal health and social impact methods. The word "assessment" seems to have gone missing, which is likely a typo.	Missing word in bold: "formal health and social impact methods" should be "formal health and social impact **assessment** methods" - although this may have been removed by MGMT on purpose?

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Department of Fisheries and Oceans Canada	E - Goal 1	n/a	"A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gasses thereby worsening climate change." As written the focus here is on impacts that largely occur to the land base, however, urban sprawl creates significant pressure on streams and rivers that run through our cities. This should also be acknowledged, as these watercourses provided significant ecological functions and are home to our iconic salmon and other aquatic species.	Thank you for this suggestion.	No changes required.
Urban Development Institute	E - Goal 1	n/a	It is very likely that by the next update of the RGS, we will need to address this shortage of land. In the meantime, it is even more critical that we use the limited land resources that we have. This is why we recommend there be targets. The vast majority of the development in Metro Vancouver over the next 30 years will be adding density and new growth to infill areas – where people are already living and working. As we have stated in the past, it has always been easier under the *RGS* to freeze or protect lands from development than it is to ensure that new homes and office spaces are allowed to be built where growth should occur – in compact areas near transit.	While Metro 2050 encourages new growth to be focused in Urban Centres, FTDAs, and other transit-oriented locations, member jurisdictions are responsible for local zoning and development approvals. When it comes time to update the RGS again, consideration of the issues of urban containment, infill/intensification, and environmental protection will likely be more even more critical and challenging.	No changes required.
North Shore Table Matters	E - Goal 1	n/a	Table Matters supports measures to protect agricultural areas from urban densities and forms of development.	Thank you for your supportive comments.	No changes required.
HUB Cycling	E - Goal 1	n/a	Complete communities should also include cycling - not just transit and walking. Cycling expands the 15 minute reach nearly fourfold compared to walking in the same time period, expanding access to housing, jobs, and amenities. Cycling especially can connect people to the wider transit network, allowing them to cycle to their connection on the frequent transit network. Physically, economically and socially disadvantaged people need access to walking and cycling for short trips and the ability to use cycling and walking along with transit for longer trips	Recognizing exactly this, M2050 refers to "walking, rolling, or transit" in many places, including Strategy 1.3. Following the direction taken by TransLink in Transport 2050, 'rolling' includes biking.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	Consistent with Metro Vancouver's climate policy and Clean Air Plan principles, update the RGS with an improved land use plan that quantifies the contribution to meeting Metro Vancouver's - 65% GHG reduction targets in the transportation sector.	Modelling undertaken in partnership with the Climate 2050 team as part of the background research for Metro 2050 demonstrated that policies that reinforce a compact, walkable, transit-oriented urban form reduce transportation-related GHGs. Note that additional analysis is required to determine to what extent a revised land use regime would meaningfully reduce transportation GHGs. The actions in the Climate 2050 Transportation Roadmap provide direction on how to get there as a region.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	Metro Vancouver and member municipalities should advance costing regimes that better reflect linear metre of sewage, water, storm water and road infrastructure servicing requirements and utilization rates by housing and neighbourhood type.	This is outside the scope of Metro 2050.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	Low density urban form is creating a civic infrastructure deficit time bomb that will cause inequitable collateral damage for young people, who will also disproportionately face the most adverse consequences of climate change.	Thank you for your comment.	No changes required.

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SFU Renewable Cities	E - Goal 1	n/a	Distributed, low density growth is a top driver behind the region's fastest growing emission sector: transportation. Congestion and carbon management targets, fiscally sustainable civic infrastructure systems, food security goals, biodiversity imperatives, transit service expansion, affordability objectives are not being met with historic and proposed RGS policies.	Thank you for your comment.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	A notable omission in the RGS is any policy discussion about the land use that comprises the region's largest share of urban geography: low density, single detached, which is bleeding population density due to demographic change. Never in history have single family neighbourhoods had such low densities. These hollowed out neighbourhoods adversely impact local retail, affordability, transit ridership, community school enrollment and the vitality of our neighbourhoods. A share of growth should be reallocated from greenfields into general urban, notably around higher density development surrounding rapid and frequent transit corridors and urban centres. Secondary suites, laneway homes can make a vitally important contribution to affordability, physical accessibility and carbon management.	Thank you for your comment.	No change required.
SFU Renewable Cities	E - Goal 1	n/a	All (new and existing) single and semi-detached zones proximate to urban centres and just beyond the first two blocks proximate to frequent transit corridors (which should be designated as FTDAs accommodating higher densities between all urban centres) should be permitted to have at least one primary residence and two accessory dwelling units per parcel.	This request is outside the scope of a regional growth strategy. Zoning is a member jurisdiction responsibility. Furthermore, only member jurisdictions can initiate the identification of an FTDA, in consultation with TransLink. This is because a member must be supportive of growth in that identified area, complete the necessary engagement local area planning, and be prepared to advance the necessary local land use planning changes and investments to support that growth.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	A model building bylaw should be created to require new single and semi-detached housing to be secondary suite ready (two suites per unit). All new secondary suite ready single and semidetached should be entered at grade at or slightly below grade on bottom floor to increase accessibility for people with mobility impairments and maximize natural light for occupants.	Metro 2050 is a long range policy plan. This request is outside the scope of a regional growth strategy. Should there be interest from member jurisdictions and the MVRD Board, a future research project could explore and share best practices in this area.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	TransLink and Metro Vancouver should work with the province to stack affordable housing, retail and where appropriate, daycares, offices and market housing atop all new rapid transit stations (including gondola stations) and all bus exchanges proximate to jobs and services. These are grossly underutilized public lands that offer poor returns for taxpayers when—even with affordable rents—they could be generating revenue for TransLink.	Metro 2050 contains multiple policy actions consistent with this suggestion.	No changes required.
SFU Renewable Cities	E - Goal 1	n/a	Diverse zoning and permitting/approval innovations should be advanced that minimize construction costs, minimize land lift and/or permit greater public benefit from land lift that can be used to advance permanently affordable housing in locations with affordable, sustainable transportation options, notably transit.	Metro 2050 contains multiple policy actions supportive of affordable housing near transit.	No changes required.
North Shore Table Matters	E - Goal 1	Urban Centres/FTDAs	Recommendation #3: Introduce an Urban Centre Reclassification Framework Support focusing new growth in areas where residents can walk, bike, or take transit for most trips. Further recommend that all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents).	Thank you for your supportive comments.	No changes required.

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North Shore Table Matters	E - Goal 1	Urban Centres/FTDAs	Recommendation #5: Strengthen Compact and Complete Development Policies to Support Climate Change Adaptation and Mitigation and other Regional Priorities Recommend that all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents) in these complete neighbourhoods.	Thank you for your comments.	No changes required.
David Suzuki Foundation	E - Goal 1 & 3	n/a	**Greater emphasis on natural infrastructure (also known as natural assets or green infrastructure) into municipal-level planning** As per the Regional Growth Strategy we see a clear role for natural infrastructure to deliver multiple essential services and co-benefits. However, this requires a clear management plan in with full integration across multiple sectors. As per the 200 metres target set for residents to access rapid transit, we would invite you to include a minimum requirement for all residents to have access to and live within 300m of green space, a proven necessity for the health and well-being of the community. Designing and maintaining nature-based infrastructure can provide specific services like stormwater management and also co-benefits like access to greenspace and a buffer against extreme heat. Metro Vancouver recognizes that affordable housing will be critical as the population increases over the next 3 decades. Throughout Canada, however, low-income and BIPOC communities have been disproportionately impacted by climate change, pollution, and degraded waters. Environmental justice issues around the access to green space and a clean environment will be a critical area to consider more explicitly within the strategy. Natural Infrastructure is a key component of natural asset management, an approach adopted by the City of Vancouver and West Vancouver. Other municipalities in Metro Vancouver have taken an initial step of completing natural asset inventories. This has proven to be practical way of ensuring that the protection and management of natural infrastructure is integrated into budgeting and operations. Mainstreaming these initiatives with clear plans and strategies for protection can present positive outcomes for better functioning systems and green infrastructure networks. We also welcome the idea of establishing new national urban parks, with a clear strategy focused on prioritizing the protection, effective management, and restoration of ecosystems in order to sustain the services they provide. The establishment of a greenbelt as we see in Ontario, across Metro Vancouver could also serve as a way of actioning on the implementation of a regional green infrastructure network, as per policy recommendation 4 under Goal 3. These types of land use decisions should include the Indigenous nations whose territory overlaps with Metro Vancouver.	Thank you for your comments. Actions 1.3.1 c) and 1.3.3 d) describes Metro Vancouver's collaborative role with others to develop best practices, research, data, and tools to improve equitable green space access. Action 1.3.7 d) ii) explains the role of member jurisdictions in green space provision. Action 3.2.2 b) is to integrate the consideration of ecosystem services (which natural assets provide) in decision making for Metro Vancouver and a corresponding Action 3.2.7c) i) for member jurisdictions. Metro Vancouver will clarify these actions by changing "ecosystem services" to "natural assets and ecosystem services".	Change "ecosystem services" to "natural assets and ecosystem services" in 3.2.2b) and 3.2.7c)i)
SFU Renewable Cities	E - Goal 1 & 3	n/a	There are negligible, if any, reductions to transportation emissions under the proposed RGS, because the land use regime is not becoming more sustainable. It is, unfortunately, becoming less sustainable.	Metro 2050 contains a number of new policy directions that support complete, compact, transit-oriented communities. Advancing GHG reductions will be collectively achieved through collaboratively implementing the policies and actions in Metro 2050, Transport 2050 and those recommended by the Climate 2050 roadmaps.	No changes required.

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SFU Renewable Cities	E - Goal 1 & 3	n/a	It takes 30 years for 100% vehicle stock turnover. Of the new vehicles driven off of car lots today, the last will be scrapped just after 2050, frustrating long term carbon neutral commitments. Ninety percent of these new vehicles are fossil fueled. Moreover, due to auto-oriented urban growth patterns, the total vehicle stock is rapidly rising. Without a sustainable land use plan, there will be more fossil fuel vehicles on Metro Vancouver roads in 2030 than at any other time in history. The 65% reduction target for light duty vehicles is illusory without more sustainable land use. The RGS is a land use planning agenda. Land use planning is local governments' wheelhouse. If there is any planning agenda where Metro Vancouver should align its GHG reduction targets it is the Regional Growth Strategy. The IPPC underscores the imperative for local government action in land use.	Thank you for your comments.	No changes required.
SFU Renewable Cities	E - Goal 1 & 3	n/a	Currently RGS Goal #3 states: "Protect the Environment and Respond to Climate Change and Natural Hazards." This goal avoids addressing Metro Vancouver's climate policy imperative to reduce emissions 45% by 2030 consistent with IPCC 1.5°C conclusions regarding emission reductions and the strategic role of local government land use action. To ensure consistency with the Clean Air Plan's "evidence-based" and "comprehensive & integrated" principles, a more sustainable land use agenda must be laid out in the RGS. Moreover, rather than simply "responding to Climate Change and Natural Hazards," there is an urgency to reduce vulnerability.	Note that "Respond to climate change" applies to both reducing GHG emissions and bolstering resilience to the impacts of climate change. Explicit reference to Metro Vancouver's GHG emissions reduction targets are made throughout the text and actions in Strategy 3.3.	No changes required.
SFU Renewable Cities	E - Goal 1 & 3	n/a	Metro Vancouver can readily calculate the necessary sustainable urban land use contribution to drive light duty vehicle GHG reductions 65%. An effective road pricing regime can and should contribution. Sustainable land use, invariably, must remain a central pillar. Once again, Metro Vancouver's, commitment to "evidence based," "continuous improvement," and "transparency" principles should drive this analysis, make it available to elected officials and the public and drive direction to RGS 2050. Not having defensible and quantified modal shift, demand management and GHG reduction targets attributable to land use, renders Metro 2050 and Climate 2050, an inadequate response in the face of steadily growing catastrophic losses costing billions and billions of dollars.	Thank you for your comments.	No changes required.
SFU Renewable Cities	E - Goal 1, 2, 3	n/a	While recommendations in other areas reinforce these ones, the most important is under B. Focussing Growth, Protecting Natural Areas & Agricultural Land: redesignating all greenfields in the urban containment boundary as Rural, Agricultural or Conservation and Recreation... Re-classify all greenfield Rural, Agricultural or Conservation and Recreation, reducing the size of the urban containment boundary, managing the region's biggest historic driver of congestion and carbon (distributed growth), increasing local and regional resilience to climate change impacts, and mitigating rising civic infrastructure deficits.	Metro 2050 is an update to Metro 2040, which established the Urban Containment Boundary, Regional Land Use Designations, and the amendment process. The redesignation of greenfield lands within the Urban Containment Boundary was not within the scope of this update. Any changes to the Regional Land Use Designation maps reflected in Metro 2050 have gone through their own separate amendment processes as outlined in Section 6 of Metro 2040.	No changes required.
West Coast Environmental Law	E - Goal 2	2.2	Strategy 2.2 Protect the supply, and enhance the efficient use of industrial land. In the 'land constrained' reality of Metro Vancouver, with plans to add another million residents, it is important to investigate options for economic development and diversification that can be accommodated within the existing industrial land base.	Metro 2050 makes numerous references to protecting and best utilizing Industrial lands in the region while accommodating long-term population and employment growth. There are many policy actions focused on encouraging more transit-oriented employment density in Urban Centres and FTDAs. Metro Vancouver has a new service, Invest Vancouver, specifically purposed to address economic and employment matters in the region.	No changes required.

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Vancouver Economic Commission	E - Goal 2	2.3	Metro 2040 2.3 included an emphasis on food production. While this is beyond the ability and authority of local governments, it is important for the region to ensure food supply resiliency and access by citizens that can endure times of shock and stress. (COVID as an example of this).	Agreed that supporting food production in Metro Vancouver is a priority and although not specifically included in the Metro 2050 policies, Metro Vancouver has policy that supports local food production in the Regional Food System Strategy, the Ecological Health Framework and in the Climate 2050 draft Agricultural Roadmap; food security is also identified as a challenge for the region under Section B of the RGS.	No changes required.
Environment and Climate Change Canada	E - Goal 2	2.3	Please consider adding text about open-soil agriculture and its importance to wildlife, particularly raptors and migratory birds.	As Metro 2050 is a long-range planning document providing a land use framework for the region, it does not specifically venture into detailing the types of farming operations or practices that should be taking place in the region (e.g. open soil vs greenhouse production). However, Metro Vancouver does recognize the role agricultural lands play in contributing to a healthy and balanced ecosystem in the region and supports the use and expansion of ecosystem services on agricultural land. These lands, as well as the use of crop set-asides, help to protect food crops and create spaces for birds and wildlife to thrive. To support this, the Climate 2050 draft Agricultural Roadmap identifies supporting and expanding the use of ecosystem services on agricultural land within Metro Vancouver. Additionally, Metro Vancouver's Ecological Health Framework also identifies the use of ecosystem services on agricultural land as a means to increase and protect biodiversity in the region.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Environment and Climate Change Canada	E - Goal 2	2.3	Soil-based precludes greenhouses or other buildings but we should also promote wildlife-compatible crops.	As the RGS is a planning document providing a land use framework for the region, it does not specifically venture into detailing the types of farming operations or practices that should be taking place in the region (e.g. open soil vs greenhouse production). Metro Vancouver does recognize the role agricultural lands play in contributing to a healthy and balanced ecosystem in the region and supports the use and expansion of ecosystem services on agricultural land. These lands, as well as the use of crop set-asides, help to protect food crops and create spaces for birds and wildlife to thrive. To support this, the Climate 2050 draft Agricultural Roadmap identifies supporting and expanding the use of ecosystem services on agricultural land within Metro Vancouver. Additionally, MV's Ecological Framework also identifies the use of ecosystem services on agricultural land as a means to increase and protect biodiversity in the region.	
Environment and Climate Change Canada	E - Goal 2	2.3	We recommend adding text along the lines of 'the REGION helps to fund new programs that support and strengthen agricultural viability and wildlife-compatible crops because of the ecosystem services they provide.'	Metro Vancouver works with organizations and non-profits (e.g. Ducks Unlimited, Farmland Advantage, Delta Farmland and Wildlife Trust) to support the use and expansion of ecosystem services on agricultural land. Additionally, Metro Vancouver also supports policies, such as those included in the Climate 2050 draft Agricultural Roadmap and the Ecological Health Framework, that identify supporting and expanding the use of ecosystem services on agricultural land within Metro Vancouver to increase and protect biodiversity in the region as well as increase the resilience of the agricultural sector. Metro Vancouver is also a member of the Fraser River Delta Agricultural Stewardship Working Group which is a multi-stakeholder group working to increase the coordination, cooperation and collaboration of policies and programs to protect and steward farmland in the Fraser Delta. This work specifically looks at supporting the long-term advancement of ecosystem services on Ag land in Metro Vancouver.	No changes required.
SFU Renewable Cities	E - Goal 2	2.3	Restrict the size of residential developments and disallow industrial re-zoning on all agricultural lands in and out of the ALR and all rural designated lands.	This is outside the scope of Metro 2050. Residential house size in the ALR is governed by the Provincial Agricultural Land Commission Act and Regulations, and by Local Governments through the authority of the Local Government Act. Additionally, rezoning applications are processed by local governments through the authority granted by the Local Government Act.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Urban Development Institute	E - Goal 2	2.1.10	**We are concerned about "… *zoning that reserves land for office uses* …,"** for the same reasons we support the 200-metre policy above. The Region needs more vibrant office areas to attract employers and employees. **If office reserves are adopted by some local governments, UDI recommends that they adopt a similar approach that Vancouver used when it eliminated residential uses in the Central Business District (CBD); increasing the density allowed on sites to offset the removal of residential uses.**	The intent of this policy is to focus commercial uses including office in Urban Centres and FTDAs. The text has been changed to reference commercial instead of specifically office use.	Replace word office with 'commercial'
Urban Development Institute	E - Goal 2	2.1.2	UDI supports Metro Vancouver's efforts to work with senior governments on "*fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation* …". This is a positive approach that does not restrict opportunities on sites.	This is outside of the scope of Metro 2050. As part of the implementation of the regional growth strategy, Metro Vancouver will work with BCAA and other parties to advance property taxation polices that support efficient use of lands.	No changes required.
Vancouver Economic Commission	E - Goal 2	2.1.9	Include advocacy to the Federal and Provincial government to support green jobs and economy with an equity lens focus.	Policy with request to senior levels of government need not be so specific. The noted advocacy roles for Metro Vancouver were intended to be general so that they could adapt over time as issues arise.	No changes required.
Urban Development Institute	E - Goal 2	2.2.2	**One obstacle to this policy is property taxes.** If sites are zoned with increased density, their value, and therefore, property taxes can increase. There is a concern that BC Assessment may overestimate the likeliness of a site densifying/intensifying and underestimate the costs of doing so. As such, we are pleased with Strategy 2.2.2: "*Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification* ."	This is outside of the scope of Metro 2050. As part of the implementation of the regional growth strategy, Metro Vancouver will work with BCAA and other parties to advance property taxation polices that support efficient use of lands.	No changes required.
Recycling Alternative	E - Goal 2	2.2.9	*Do you in general agree with the direction of the plan?* Yes, specifically agree with the following components: -stronger protection for Industrial lands	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	2.2.9	*Do you in general agree with the direction of the plan?* Yes, specifically agree with the following components: protection for Industrial Lands, close to transit hubs to support sustainable worker commute into light Industrial areas that provide inclusive green jobs.	Thank you for the comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Recycling Alternative	E - Goal 2	2.2.9	*Do you have any comments on specific elements of the plan?* Yes, we strongly agree with policy direction and strategies prioritizing protecting industrial land for future use, as these lands protected for light industrial land use will be increasingly critical for urban, regional green & sustainable infrastructure in the face of climate change impacts. These industrial lands also provide critical employment lands, for inclusive green jobs in emerging green innovation sectors such as deconstruction, share and repair operations, local and clean tech manufacturing, and the region's food security, all of which will require infrastructure and land use areas for local production, manufacturing and distribution, local food processing, sustainable waste management and materials recovery vs current practices of waste management practices off-shoring materials out of the region/country; circular economy models. Protecting industrial land for these types of emerging green and clean tech economies, directly addresses the following Regional Growth Strategies goals: GOAL #1 complete communities, by creating inclusive and equitable job lands close to population hubs were population is concentrated GOAL #2 sustainable economies for the emergent green and clean tech economy to support diverse economy and employment close to where people live GOAL #3 encourage infrastructure that reduces GHG's due proximity to urban centres, which reduces trucking/transportation required for production and distribution of goods, materials, services GOAL #4 indirectly related to housing, as jobs created in centrally located green industrial districts will support inclusive employment for those facing barriers such as homelessness GOAL #5 support the efficient movement of vehicles for good and services – due to warehousing activities, materials & supply management activities an transportation/distribution hubs close to the populations centres.	Thank you for the comment.	No changes required.
SFU Renewable Cities	E - Goal 2	2.2.9	Phase out all incursions into industrial land from residential development unless exchanged hectare for hectare for equivalently useful land.	Metro 2050 includes policies to protect industrial lands and encourage industrial intensification.	No changes required.
SFU Renewable Cities	E - Goal 2	2.2.9	Exclude employee intensive uses on industrial land unless transit-served or locationally essential to the functioning of industrial activity, based on defensible criteria.	Goal 5 addresses transportation related matters including transit service.	No changes required.
Urban Development Institute	E - Goal 2	2.2.9 c)	Due to the rapidly changing nature of employment uses due to technology, **UDI recommends that Metro Vancouver and its member jurisdictions be flexible with regard to the definition of industrial uses in the *RGS* and *Regional Context Statements* . The region is becoming a centre for artificial Intelligence, information technology, communication services, health sciences (e.g., vaccine research/production), digital, film and other high-growth industrial sectors, and any definition needs to include these uses.**	The definition of industrial uses, ranging from traditional to modern may vary by location and context, and can be further defined in the member jurisdiction's regional context statement.	No changes required.
Urban Development Institute	E - Goal 2	2.2.9 c)	**Given our limited land supply, we are pleased that Metro Vancouver is seeking to densify and intensify industrial sites** and has provided several recommendations to local governments to accomplish this**. Pre-zoning for taller buildings with more clear height will also allow more efficient use of warehouse racking systems.**	Metro Vancouver is supportive of industrial intensification, and encourages municipalities to review their zoning bylaws to ensure they enable rather than limit various forms of intensification including taller buildings as industrial needs change.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Urban Development Institute	E - Goal 2	2.2.9 c)	**Another potential approach to encourage densification/intensification is allowing office space for additional tenants to be built above multi-floor industrial buildings. UDI recommends that Metro Vancouver ensure that policies to buffer industrial areas do not inadvertently undermine any efforts to densify/intensify sites.**	Metro Vancouver is aware of a number of developments that mix light industrial use on the ground floor and employment / office use on the uppers. This use, density, and form may be appropriate is select areas, as determined through local planning processes. Metro Vancouver is supportive of exploring the mixing of uses provided that the industrial/employment potential of the lands is not reduced, or speculation from residential or other higher value uses applies additional pressures on industrial developments.	No changes required.
Urban Development Institute	E - Goal 2	2.2.9 c)	In terms of "… *appropriate and related accessory uses* …," for industrial lands, we would like clarification that this would include food and beverage businesses and would allow industrial users to sell their products (e.g., a furniture manufacturer being able to sell their furniture on site). We also need to ensure that companies can operate offices adjacent to their production, warehousing, distribution, and research facilities.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050 and in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
Vancouver Economic Commission	E - Goal 2	2.2.9 c) i)	Staff generally support the goal to protect industrial uses and to ensure non-industrial uses are not supported. In the Vancouver context there are differences in the definition of "non-industrial" compared to that in the region. For example, Vancouver considers Artist Production Spaces to be an industrial use whereas the Metro Vancouver white paper defines Artist Studios as non-industrial.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050 and in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
Vancouver Economic Commission	E - Goal 2	2.2.9 c) v)	Staff support the direction to review parking and loading requirements to avoid parking oversupply. In parallel, consider adding reference to encouraging or requiring transportation demand management strategies to reduce travel demand by automobile.	Noted, refer to 5.1.1, 5.1.14 b), and 5.1.15 d)	No changes required.
Urban Development Institute	E - Goal 2	2.2.9 c) x)	The most substantial change to industrial lands is the concept of designating trade-oriented industrial lands and restricting their sub-division and stratification. Our concern with this approach is that it may reduce the flexibility of what builders can provide businesses on their industrial lands. As noted above, we need broader definitions of industrial to accommodate high-growth industrial sectors that are coming to Metro Vancouver. We are also concerned that some sites may be down-zoned. **UDI's recommendation is that if trade-oriented lands are implemented, they only be designated when new industrial land is created.** We are also concerned about the trade-oriented designation due to the rapidly evolving warehousing and distribution uses as companies incorporate quickly growing technologies such as AI. The result is that warehouses being designed today may soon become obsolete, some within the next decade. We encourage Metro Vancouver to ensure adequate flexibility in their policies to accommodate this dynamic sector.	The new trade-oriented lands overlay is intended to protect unique types of industrial lands for trade related activities. These uses require large sites proximate to transportation infrastructure etc. and this was an action of the Regional Industrial Lands Strategy as a means of protecting the limited existing supply of these lands that are critical to supporting the regional, provincial and national economies. This is a tool for member jurisdictions where they may choose to determine, through a local planning and engagement process, which lands the overlay applies to in their jurisdiction.	No changes required.
SFU Renewable Cities	E - Goal 2	2.2.9 d)	Permit appropriate industrial uses in mixed use zones proximate to industrial amenities, notably high value transportation infrastructure.	The Employment regional land use designation (Mixed Employment in Metro 2040) already allows for light industrial uses.	No changes required.

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Vancouver Economic Commission	E - Goal 2	2.2.9 d) vi)	Regarding the following text: "The residential uses should be on the upper floors of new office and light industrial developments", suggestion to allow for consideration of large multi-building sites where residential could be in a standalone building with the provision that developments include significant commercial and light industrial space in order to allow for more flexible and better designed developments.	The intent of this policy is to use the ground floor(s) of the building for industrial related uses, with possible commercial and residential uses on upper levels, on select unique sites that meet the criteria of the policy and at the discretion of the member jurisdictions. Larger sites developed as a single complex with a shared foundation / parking structure / industrial level podium, could have multiple towers on the upper levels, which could be different separate uses, for example one being an office tower and one being an apartment tower. Noting that stand-alone residential buildings in Employment lands will undermine the purpose of protecting employment-generating lands and would drive speculation. The text has been refined for clarity and consistency.	Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7 and then Dec 17): 2.2.9 (d) (vi) notwithstanding 2.2.9 (d)(v) and 1.2.24(b)(x), limited residential uses (with an emphasis on affordable, rental units) may be considered on lands within 200 metres of a rapid transit station, that are located within Urban Centres or Frequent Transit Development Areas, where appropriate, provided that the residential uses are located only on the upper floors of new office and light industrial developments, and subject to consideration of municipal objectives, local context, and other regional growth strategy objectives.
Urban Development Institute	E - Goal 2	2.2.9 d) vi)	UDI is supportive of the proposed policy to allow affordable and rental housing on Employment Lands "… *within in 200 metres of a rapid transit station … located within Urban Centres or Frequent Transit Development Areas* …". This would not only add needed affordable homes, but would also improve the vibrancy of these areas because of the mixing of uses. These areas would become ideal for high tech industries, because employees of these firms desire to work in areas that offer diverse amenities. The new policy would allow many areas that are currently "office parks" near transit to become lively and attractive for companies and their employees. **We recommend that Metro consider extending the boundary from 200 metres to at least 400 metres.** This would be more in line with the boundaries of Transit Oriented Communities, which range between 400 metres and 800 metres from transit stations. We note that Major Transit Growth Corridors, where Metro Vancouver wants to direct growth near transit, "… *extend approximately 1 kilometre from the roadway centreline in both directions* .".	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations that achieve the defined criteria while maintaining the protection and support for the development of employment uses in these transit-oriented locations. If desired, the municipality could initiate a land use designation change for lands outside this area through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7): d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.

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Urban Development Institute	E - Goal 2	2.2.9 d) vi)	Under the proposed policy, housing has to be built above the office or light industrial space. **UDI recommends that the policy be more flexible, especially for larger sites, to allow light industrial/office and the residential uses to be built in separate buildings. To ensure that the light industrial/office remain the primary use, Metro Vancouver could require these uses to be built first.** This would offer the ability for some proponents who own larger sites to build separate commercial/light industrial buildings from residential homes.	The intent of this policy is to use the ground floor(s) of the building for industrial related uses, with possible commercial and residential uses on upper levels, on select unique sites that meet the criteria of the policy and at the discretion of the member jurisdictions. Larger sites developed as a single complex with a shared foundation / parking structure / industrial level podium, could have multiple towers on the upper levels, which could be different separate uses, for example one being an office tower and one being an apartment tower. Noting that stand-alone residential buildings in Employment lands will undermine the purpose of protecting employment-generating lands and would drive speculation. The text has been refined for clarity and consistency.	Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7): d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
West Coast Environmental Law	E - Goal 2	2.2.9 e)	Industrial and Employment - Leading 'green' practices for industrial lands and related transportation should be encouraged and explored, e.g. reducing impervious surfaces, connections to transit, pollution control, etc. Similar practices can apply to employment lands.	Policy 2.2.9 e) includes references to reducing greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.	No changes required.
Vancouver Economic Commission	E - Goal 2	2.3.10	Staff encourage the inclusion of advocating for streamlining on-farm renewable energy projects like anaerobic digesters. These projects add value to agricultural businesses' viability (on a relatively small floor plate) and contribute to renewable natural gas targets for utilities. In addition, include opportunities to improve carbon sequestration (GHG removal or reduction enhancement) – range of opportunities and could be carbon market and BC Offset options in the future.	Metro Vancouver's Clean Air Plan and Climate 2050 draft Agricultural Roadmap identify the use of anaerobic digestion as a viable means to supporting a carbon-neutral agricultural sector by 2050. Although, significant barriers exist to the wide-spread use of anaerobic digesters in the agricultural sector in this region, Metro Vancouver is actively engaging in discussions with the Province and agricultural producers to determine how it can be supported more realistically.	No changes required.
Vancouver Economic Commission	E - Goal 2	2.3.2	Staff suggest the inclusion of a reporting component to the monitoring of agricultural land in the region. This would enable member municipalities to see local agricultural production or learn about other benefits (including ecosystem services). Given that this provision includes a natural asset inventory with ecosystem services of private agricultural land, it will be important to clarify whether this will be done for the whole land base. In addition, staff emphasize the importance of including a diverse group of farmers and environmental practitioners as part of the collaboration between Metro Vancouver, the Province and the Agricultural Land Commission to determine the range of ecosystem services that will be monitored. For example, the use of farm fields by overwintering waterfowl as habitat provides important ecosystem services at the expense of farmers. The winter farm fields can attract many birds thereby diverting them from higher use recreation fields in neighbouring communities.	In partnership with the Provincial government, Metro Vancouver has supported the preparation of an Agricultural Land Use Inventory since 2011 that serves as a tool to analyze how agricultural lands are utilized, including natural assets. An update to this inventory will be taking place in 2022. Multiple non-profits and groups, including representation from the farming community, have been working for some time to expand the use of ecosystem services, area set-asides, and cover crops on agricultural land in the region. Metro Vancouver is actively collaborating and working with member jurisdictions, NGOs, educational institutions, and provincial and federal staff to expand the understanding and application of ecosystem services in this region.	No changes required.

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Vancouver Economic Commission	E - Goal 2	2.3.3	Staff suggest that farmers be engaged to co-create solutions, strategies and actions regarding the provision to increase actively farmed agricultural land and minimize conflicts.	Metro Vancouver engages directly with the farming community on an ongoing basis through various means, including through the Metro Vancouver Agricultural Advisory Committee which has direct representation from the farming community including producers, processors, and commodity associations.	No changes required.
Vancouver Economic Commission	E - Goal 2	2.3.3	Consider advocacy and collaboration to encourage and facilitate urban farming would be helpful for urban contexts such as Vancouver.	Through the Regional Food System Strategy (2011), Metro Vancouver collaborates with member jurisdictions to support food production, including urban agriculture, throughout the entire region. Beyond the regional growth strategy, Metro Vancouver has created opportunities for member jurisdiction staff to come together to share information and help build relationships.	No changes required.
Vancouver Economic Commission	E - Goal 2	2.3.5	Include advocacy and collaboration to support agricultural business-to-agricultural business and/or other businesses collaboration across jurisdictions within Metro Vancouver which may assist to strengthen agricultural businesses. Connecting producers to other businesses has the ability to strengthen local supply chains, business resilience and the use of industrial lands.	Through the Regional Food System Strategy (2011), Metro Vancouver supports increasing the overall viability of the food system including improving the economic viability of the food sector.	No changes required.
Vancouver Economic Commission	E - Goal 2	General	Industrial Lands – the crisis of industrial affordability is difficult to overstate. Without further intensification on existing lands, and expansion of certain industrial uses into existing commercial (and perhaps someday residential) zones, this crisis will only grow. This is not only a challenge for our region's industrial businesses, but our overall economic resilience. We must all work hard, through planning, infrastructure provision, and public-private collaboration, to ensure that we fill these gaps in policy and practice. VEC recommends continuing to work with large land owners to intensify (and not just protect) usage; working with member municipalities to create more efficient, inclusive zoning schedules (for both commercial and industrial); and we encourage continuing to collaborate with VEC and others to continue to study, for example, new land-use typologies and business models, and overall push for real progress on this issue.	Metro Vancouver looks forward to working with stakeholders and members to implement the policies in Metro 2050 including the intensification of industrial lands.	No changes required.
Recycling Alternative	E - Goal 2	General	*What is your (or your organization's) interest in the regional growth strategy?* Green innovation and light industrial activities, such as sustainable waste management, supply chain production and distribution, share, reuse, repair, and clean/green tech will be increasingly critical to climate action and adaptation planning for regions and cities	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	General	*What is your (or your organization's) interest in the regional growth strategy?* Protecting adequate industrial land use that enables green infrastructure and circular economy innovation addresses regional challenges in 3 principle areas: climate action; local, resilient, circular supply chains; just, equitable and inclusive economic recovery is a key component of urban planning as we enter an age of severe climate and economic impacts.	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	General	*What is your (or your organization's) interest in the regional growth strategy?* In the face of climate crisis, circular, sustainable cities of the future will need to ensure adequate light industrial land, located close to the population/ hubs/epicentres is available to sustainably service the demand for goods, services and infrastructure such as production, distribution, repair, sustainable waste management, materials recovery and repurposing. Additionally, these light industrial green innovation lands will be necessary to support resilient supply chains and foster inclusive employment districts	Thank you for the comment.	No changes required.

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Recycling Alternative	E - Goal 2	General	*What is your (or your organization's) interest in the regional growth strategy?* Numerous circular innovator businesses are already collaborating and engaged together, demonstrating the importance and viability of creating Green Industrial Innovation Districts (GrIIDs), in centrally located urban areas, such as Vancouver's False Creek Flats.	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	General	*What is your (or your organization's) interest in the regional growth strategy?* For all of these reasons we encourage the Metro 2050 Plan to ensure light industrial lands, close to urban centres are protected for the future supply chain, economic resilience and inclusive employment of the region, which will be increasingly critical for the region's future infrastructure, climate adaptation and liveability.	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	General	In addition, we are attaching 3 one pager documents (attachments 2,3,4) outlining the GrIID model (Green Industrial Innovation District) a number of circular innovator businesses are collaborating to create in Vancouver's False Creek Flats. Similar districts and industrial land use approaches are already proving successful in many European cities, considered leaders in circular economy innovation, green infrastructure, and urban climate adaptation. As outlined in the attached Principles and Policy Alignment document, models such as the GrIID directly align, support and address multiple municipal and regional policies and goals already in place related to: Climate Action, Climate Adaptation, Complete Communities/Liveable Region,Local Economic Development and Resilience, Employment Lands, Metro Industrial Land Strategy, Industrial Affordability; C40 Cities, Zero Waste 2040, Transportation 2050 (i.e. micro distribution hubs such as ones located in the GrIID), Just and Equitable Economic Recovery. Indirectly, GrIID also addresses Housing Affordability through inclusive/equitable job creation.	Thank you for the comment.	No changes required.
Recycling Alternative	E - Goal 2	General	As Metro plans forward to 2050, the importance of protecting industrial lands that will provide operating capacity for green innovation and infrastructure, will be a critical foundation for the delivery of goods and services, required to meet urban demand within the framework of climate adaptation, climate action and economic equity.	Thank you for the comment.	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 2	n/a	Agricultural policies for protection of land for "…edge planning, new drainage and irrigation infrastructure, and climate change adaptation" needs to also consider improving and maintaining aquatic connectivity and improving water quality for fish and aquatic life. The strategies listed should also explicitly promote sustainable and environmentally friendly agricultural practices (e.g., that protect and conserve fish and fish habitat).	Thank you for your comment. The RGS is a land use plan, but it recognizes that land use decisions can impact ecosystems, including aquatic habitats and the species that depend on them. The regional green infrastructure network referenced in Action 3.2.3 will be identified in collaboration with member jurisdictions, First Nations, and other partners. We look forward to further dialogue on ways to protect, enhance, restore and connect ecosystems. Agricultural practices are outside of the scope of the RGS, but we encourage you to review Metro Vancouver's draft Climate 2050 Agriculture Roadmap and provide feedback. www.metrovancouver.org/climate2050	No changes required.

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North Shore Table Matters	E - Goal 2	n/a	Recommendation #1: Enhance Distribution Avenues for Locally Produced Food We strongly support both of these recommendations.	Thank you for your supportive comments.	No changes required.
North Shore Table Matters	E - Goal 2	n/a	Recommendation #3: Discourage Non-Farm Uses on Agricultural Land and Encourage Actively Farmed Land	Thank you for your supportive comments.	No changes required.
Abundant Housing Vancouver	E - Goal 2	n/a	We applaud many of Metro 2050's stated goals: fostering growth in compact urban centres and frequent transit development areas, in particular, are important objectives that would support both housing affordability and sustainability. We are concerned, however, that the draft Metro 2050 report fails to adequately contextualize the relevant history of regional growth, and by failing to do so, continues to plan for unaffordability and climate failure.	Thank you for your comment.	No changes required.
SFU Renewable Cities	E - Goal 2	n/a	Treble the region's available industrial land by upzoning existing industrial land across all municipalities to three storeys (the equivalent height of a single family parcel) and permit downzoning based on compelling reasons for specific industrial land uses.	This request is outside the scope of a regional growth strategy. Zoning is a member jurisdiction responsibility.	No changes required.
SFU Renewable Cities	E - Goal 2	n/a	Phase out any incursion of industrial land into agricultural land and natural areas unlessexchanged, hectare for hectare, for equivalently valuable agricultural land and natural area land.	Thank you for your comments.	No changes required.
Vancouver Economic Commission	E - Goal 2	Preamble	COVID has changed how people work and do business – with significantly increased remote work / work-from-home options. Many believe the economy will never go back to the way things were. City of Vancouver has engaged in public discussions around 'building back better' and how the city's Climate Emergency Action Plan identifies 'remote and flexible work' as key to reaching the city's transportation goals. Given the uncertainty and its impact in the long term on office space demand and housing design with more flexible 'live-work' possibilities, the preamble should reference this shift and the importance of building resilience.	Thank you for your comments.	No changes required.
Vancouver Economic Commission	E - Goal 2	Preamble	Agricultural, Industrial and Employment lands also play an important role in flood management. For instance industrial and commercial uses are lower risk uses in a floodplain than compared to residential, especially when planned and designed for flood.	Agricultural lands are already recognized as important lands used for development-caused and climate-related flooding in the Ecological Health Framework and in the Climate 2050 draft Agricultural Roadmap. Those two policy documents focus more closely with the effects of climate change and the ecosystem services potential of agricultural lands which is outside the scope of Metro 2050.	No changes required.
SFU Renewable Cities	E - Goal 2 & 3	n/a	Deeper analysis of social vulnerabilities should be integrated into the analysis of environmental vulnerabilities to understand the real risk of climate change.	Developing a better collaborative understanding of social vulnerabilities to climate change impacts is the intent of action 3.4.2. f). Equity in growth management work will continue post-adoption of Metro 2050.	No change required.

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Environment and Climate Change Canada	E - Goal 3	3.1	We suggest adding text recognizing that some member jurisdictions have a higher percentage of the region's conservation and agricultural lands than others and that protection could be coordinated with a regional approach.	Thank you for your suggestion. See response to similar suggestion below.	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.1	"Conservation and Recreation lands" includes Sewage services, landfills and drainage. However, it will be important to track gains and losses from this category separately from traditional conservation and recreation lands	Thank you for your comment. Note that ecosystem losses and gains are tracked within all regional land use designations and will be tracked within the Natural Resource Areas Overlay via the Sensitive Ecosystem Inventory, which is updated every 6 years. See http://www.metrovancouver.org/services/regional-planning/conserving-connecting/sensitive-ecosystems/Pages/about-sensitive-ecosystems.aspx	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.2	Some good language here on increasing tree canopy etc. However, little on how that would be accomplished.	Thank you for your comment. Metro 2050 is a long-range policy-focused planning strategy. Note that while Metro Vancouver provides support in in terms of best practice guidance, the development and implementation of local urban forest management plans are municipal jurisdiction. Tree canopy cover will be monitored by Metro Vancouver and, should target or policy adjustments be needed in the future, adjustments can be made.	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.2	Consider adding text to recognize that some member jurisdictions have a higher percentage of the region's conservation and agricultural lands than others, and that and that protection could be coordinated with a regional approach.	Thank you for your comment. See policies 3.2.2 c) and d), which describe the collaborative next steps toward a regional green infrastructure network.	No changes needed.
West Coast Environmental Law	E - Goal 3	3.2	3.2 The document states that it "establishes a collective vision for ecosystems across the region", but for the reasons stated above (in general, a lack of specificity about the ecosystems themselves), we do not agree that a collective vision has been set out. While this section includes some quantitative targets, it is not clear how these targets relate to ecosystem health. For example, a recent UBC study found that 85% of floodplain habitat for salmon in the Lower Fraser has been lost, including large areas within Metro Vancouver. The document notes that 40% of the region's land base is currently protected for nature, with 50% targeted for 2050. How will this be translated into ecosystem benefits? Which ecosystems and species will benefit? Will there be any benefits for salmon, for example? Birds? Pollinators? Water quality? Further, it is not clear if the 'region's land base' refers only to land directly controlled by Metro Vancouver, or if it is all the land within the boundaries of Metro Vancouver.	Thank you for your comment. Note that 40% of the **region's** land base (not just lands controlled by Metro Vancouver) is currently protected for nature. The target aims to enhance protection for the ecosystems identified in Map 11 (Sensitive Ecosystem Inventory). Other lands not include on Map 11 did not meet the standard size or condition thresholds to be included in the SEI, but could be restored by member jurisdictions or others.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Environment and Climate Change Canada	E - Goal 3	3.3	Regarding 3.3.2, monitoring and pursuing opportunities to increase carbon storage in natural areas should be done in tandem with maintaining or improving ecological/biodiversity values in those areas. We are concerned that carbon farming may be carried out at the expense of ecological/biodiversity values.	Metro Vancouver staff acknowledge this concern. Consideration of all ecosystem services (including but not limited to carbon storage) is included under policies 3.2.2b) and 3.2.7c) i) for Metro Vancouver and member jurisdictions, respectively. Note that policy 3.3.2 b) speaks to Metro Vancouver's role in providing data via the Carbon Storage Inventory. Metro Vancouver is also carefully considering how carbon storage and biodiversity can be considered in tandem via the *Climate 2050* Nature and Ecosystems Roadmap.	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.3	In general, we did not see a specific strategy targeted at agricultural land. We recommend adding text along the lines of the need for developing payment programs for carbon storage and other ecosystem services on farmland. A specific commitment given to this type of initiative would be great considering the high carbon storage potential. However, with the care and attention given to preserving and improving ecological/biodiversity values.	Strategy 2.3 in Metro 2050 focuses on the protection of agricultural lands in the region. As the RGS is a planning document providing a land use framework for the region, it does not specifically venture into policy that focuses on adaptation or measures to increase the resiliency of agricultural operations. Metro Vancouver's Climate 2050, the Agricultural Discussion Paper and the Agricultural Roadmap are more specifically aligned to include policies directed toward managing for climate change.	No changes required.
SFU Renewable Cities	E - Goal 3	3.3	The current RGS and land use trends will drive increased transportation GHGs—the region's largest and fastest growing GHG source—increased congestion, increased unaffordability and increased vulnerability to climate change impacts. While the draft RGS includes some commendable work on sustainable civic infrastructure costs, the overarching policies and trends will increase civic infrastructure deficits. The RGS is inadvertently driving a high cost, high carbon, high risk region. Big revisions will be necessary for Metro 2050 to conform to the courageous and critical requirements laid out in the new CleanBC Roadmap to 2030.	Thank you for your comments.	No changes required.
SFU Renewable Cities	E - Goal 3	3.3	The Clean Air Plan's omission of meaningful sustainable land use– local governments' paramount authority–and the inadequacy of Metro 2050 to contribute meaningfully to the region's GHG reduction targets, in contrast with overwhelming evidence of its importance and mounting catastrophic climate change impacts, behooves the regional district to undertake important RGS revisions.	Metro 2050 contains a number of new policy directions that support complete, compact, transit-oriented communities. Advancing GHG reductions will be collectively achieved through collaboratively implementing the policies and actions in Metro 2050, Transport 2050 and those recommended by the Climate 2050 roadmaps.	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.4	In general, consider adding some language about promoting, where possible, natural solutions to mitigating flooding.	Thank you for your comment. Note that policy action 3.2.6 b) refers to nature-based climate solutions.	No changes required.
Vancouver Economic Commission	E - Goal 3	3.1.1	The City of Vancouver practice assumes that the term "no net loss" of ecosystems as a policy will rely on a holistic view of ecosystems, knowledge and other inputs about baseline monitoring, ecological restoration techniques and the creation/restoration of habitat "units" at a specific ratio, e.g. 2 new: 1 lost or whatever is appropriate. This type of policy is not well practiced in most current environmental regulations. If successful, as an internal policy, it has the potential to be replicated across the region.	Thank you for your suggestion.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
West Coast Environmental Law	E - Goal 3	3.1.3	3.1.3 With regards to water and sewerage and drainage infrastructure, the objective should not be "striving for no net ecosystem loss", but instead "net ecosystem benefit" and there should also be an indication of when concern about ecosystem harm would necessitate that development or operation of infrastructure be modified.	Thank you for your suggestion.	No changes required.
West Coast Environmental Law	E - Goal 3	3.1.4	3.1.4 We support the monitoring of ecosystem gains and losses on Conservation and Recreation lands, but suggest that this monitoring should be extended (over time) to all lands within Metro Vancouver, in coordination with other governments in the region. If there were an overall approach for prioritizing actions around the region, this would be a place to start with the expansion of monitoring.	Thank you for your comment. Strategy 3.1 relates only to lands with a Conservation and Recreation land use designation whereas Strategy 3.2 relates to ecosystems throughout the region. Policy action 3.2.2a) speaks to Metro Vancouver's role in collecting and maintaining data, including the SEI, which (although not explicitly stated) includes tracking of ecosystem loss, gain and changes in condition. Metro 2050 also includes 4 Ecosystem Health Performance Measures: • Change in hectares of land protected for nature across the region • Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary • Change in hectares of land identified as a Sensitive or Modified Ecosystem • Change in hectares of identified Sensitive and Modified Ecosystems rated high quality	No changes required.
Vancouver Economic Commission	E - Goal 3	3.1.9	Consideration to include Indigenous cultural practices as a permitted use	Thank you for your comment. Cultural practices is not a land use. However, Action 3.2.4 b) commits Metro Vancouver to work with First Nations to find joint stewardship and restoration opportunities on Metro Vancouver sites, and expand access to sustainably cultivate and harvest plants for cultural purposes. Note that Metro Vancouver can not require those activities on lands owned by others.	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	3.1.9b)	Urban streams should explicitly be considered for inclusion within the definition of the Conservation and Recreational land use designation to support protection of these important waterways.	Thank you for your comment. Yes, riparian areas are already listed under 3.1.9b).	No changes required.
Environment and Climate Change Canada	E - Goal 3	3.1.9c	Regarding 3.1.9 c, Consider adding Bird-friendly design (to reduce collisions with glass and reduce entrapment of birds by screening all open pipes, e.g., outhouses, exhaust systems) under section c) and should be – particularly in the context of structures (railings/noise barriers/buildings) within and adjacent to Conservation and Recreation areas.	This is outside the scope of Metro 2050.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
SFU Renewable Cities	E - Goal 3	3.2.1 b)	As well as the commendable commitment to increase the total tree canopy within the urban containment boundary from 32% to 40%, a target should be established to grow the carbon sequestered within the urban containment boundary, requiring the protection of mature trees that reduce the urban heat island effect and have large root structures that maximize permeability during intense rain events.	While carbon sequestration is an important consideration, recent carbon neutral region scenario modelling completed for Climate 2050 concluded that even significant increases in tree planting in this region will not help us reach carbon neutrality; deep GHG emissions reductions are needed to do so. Focusing on a carbon sequestration target may influence tree species selection, resulting in monocultures that are vulnerable to pests and pathogens, and that do not support a range of other ecosystem services (e.g. biodiversity, pollination).	No changes required.
David Suzuki Foundation	E - Goal 3	3.2.7	**Adopt a watershed scale approach to protection and conservation** While this was mentioned in Section 3.2.7 of Goal 3, we hope that the Regional Growth Strategy can be more explicit in clarifying the scales necessary for watershed management and that restoration planning is explicitly included. The health of all ecological systems depends on a healthy watershed to conserve water, promote streamflow, support habitats for wildlife and plants and provide sustainable clean drinking water sources. This should also apply to Goals 1 and 2, whereby economic zones should be integrated into ecosystem-based management if we are serious about these targets. We encourage you to advocate for transformative action in order to meet these targets and ensure they are not just aspirational. Having key governing bodies messaging on the urgency of climate and biodiversity is needed to support and motivate municipalities in within the region. We also invite you to improve management systems by integrating ongoing monitoring and evaluation of practices to ensure sufficient and timely progress against these targets. This includes closely monitoring Metro Vancouver's watersheds and improving accountability to the public, municipalities and other stakeholders. We also would urge that, in addition to policy innovations, Metro Vancouver secure dedicated and sustained funding mechanisms that will support positive impacts of programmes and initiatives.	Note that policy 3.2.7c) iv) is an action for member jurisdictions that is supported by ongoing work in Metro Vancouver's Water Services and Liquid Waste Services departments. As part of the MVRD Board's commitment to advance ecological health in the Metro Vancouver Ecological Health Framework, Metro Vancouver collects several regional datasets and publishes reports every 6 years. The Metro 2050 Performance Monitoring section (Section G) provides information on the measures we plan to use to track land use-related ecosystem health changes (e.g. size and condition of sensitive and modified ecosystems, protection status, and tree canopy cover).	No changes needed.
Environment and Climate Change Canada	E - Goal 3	3.2.7 ciii	Regarding c iii, good start on invasive plants and by-laws but nothing on invasive animals such as cats. Consider adding a simple message about pet identification and licensing as a starting point.	This level of detail is out of scope of Metro 2050.	No changes required.

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Department of Fisheries and Oceans Canada	E - Goal 3	3.2.7b) ii)	Ecosystem connectivity should also consider reconnecting aquatic habitat where there are barriers (e.g. tidal and flood gates, culverts) to fish passage. Barriers to fish movement have been identified as a major impediment for fish to access upstream spawning and rearing habitat or that may trap fish upstream when a barrier closes (e.g. tidal gate). Existing barriers should be upgraded to provide fish friendly passage, which will assist with restoring fish and their habitat, including for species at risk. Maintenance of flows and the characteristics of the water flow downstream for the free passage of fish and the conservation and protection of fish habitat is a requirement under the Fisheries Act and must be considered in the planning, design, construction and operation of new infrastructure. In addition, consideration should be given to 'daylighting' streams that have been culverted or directed subsurface to improve use by fish and increase aquatic productivity.	Metro Vancouver's Regional Parks, Water Services, and Liquid Waste Services departments are working with member jurisdictions and other partners to enhance fish, fish habitat, and connectivity. Metro 2050 is a land use plan, but it recognizes that land use decisions can impact ecosystems, including aquatic habitat and the species that depend on it. The process for identifying and connecting a regional green infrastructure network will involve member jurisdictions and other organizations. We look forward to further dialogue on ways to protect, enhance, restore and connect ecosystems.	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	3.2.7c) iii)	Aquatic invasive species (AIS) have been identified as a major threat to the conservation and protection of fish and fish habitat. Our goals are to conserve existing fish and fish habitat resources, protect these resources against future impacts, and restore fish habitat. AIS can outcompete (e.g. European green crab, small mouth bass) and change habitat (e.g. Spartina). Many development projects in the Lower Mainland have altered watercourses that have provided the physical and chemical conditions that allow AIS to establish and outcompete native species and climate change is facilitating this shift. Reducing the spread of invasive species (including aquatic invasive species) should be included for existing and new developments in their planning, design and operations.	Thank you for your comment. Action 3.2.7c) iii) is not limited terrestrial invasive species. Metro Vancouver's best management practices include several aquatic invasive plants of concern to member jurisdictions.	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	3.2.7c) iv)	Supporting watershed and ecosystem planning is critical to helping achieve strategy 3.2. However, further elaboration is required, including for instance development of standardized planning processes and approaches to help municipalities collectively move in the same direction.	Thank you for your comment. Watershed planning efforts require support from federal and provincial governments.	No changes required.
Vancouver Economic Commission	E - Goal 3	3.3.1, 3.3.4	In response to the climate crisis, Metro Vancouver could consider amending its policies, codes of practices and air quality regulations to include the management of carbon pollutants such as CO2, and CH4 and work with the Province to support this initiative. It is an ambitious statement, but perhaps there is an opportunity for Metro Vancouver to assist the region to reach its ambitious mitigation targets with the help of its regulatory authority around air quality.	While this type of action is beyond the scope of *Metro 2050,* note that Action 3.1.2 of Metro Vancouver's Clean Air Plan (CAP) notes that Metro Vancouver will "Develop and implement processes to integrate greenhouse gas reduction requirements into new emission regulations, amendments of existing emission regulations, new permits, and permit amendments". Integration would consider greenhouse gas regulations implemented by the BC Government, as well as the benefits and trade-offs of reducing greenhouse gases versus improving regional air quality. Note that CAP also includes actions for Metro Vancouver to develop (or co-develop) greenhouse gas regulatory requirements for passenger and commercial vehicles (1.2.2, 1.3.1), existing homes and townhomes (2.1.2), existing large buildings (2.1.1), and district energy systems (2.4.1).	No changes required.

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Vancouver Economic Commission	E - Goal 3	3.3.2 b)	Include “enhance resilience to climate change impacts.” So as to include the development of policies and regulations that support climate action in both the mitigation and adaptation spheres.	Acknowledge that both the carbon storage and adaptation benefits are important to consider. Note that the ecosystem services related to climate change adaptation are referenced in policies 3.1 and 3.2. Note that 3.3.2 b) pertains specifically to Metro Vancouver's role in monitoring carbon storage in natural areas via the Carbon Storage Inventory, as a complimentary policy to 3.3.2 a) that recognizes Metro Vancouver's role in monitoring GHG emission sources.	No changes required.
Vancouver Economic Commission	E - Goal 3	3.3.3	Staff request more guidance on the definition of a major transportation project and the how health impact assessments would be conducted, assessed and evaluated, and taken into account. In addition, staff would like clarity on the role Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate. While this direction is generally positive, staff are concerned that a narrow focus on “[minimizing] public exposure to traffic-related pollutants” could result in outcomes which are at odds with larger regional goals to reduce automobile dependence and support sustainable transportation, e.g. results being used to push back against road space reallocation to support sustainable transportation modes because it will “cause congestion and idling, etc.” or because people might be encouraged to cycle in a safe protected bike route “next to moving car traffic.”	Metro Vancouver has published a Health Impact Assessment (HIA) Guidebook which is available on the website. There is no definition of "major transportation project" in Metro 2050. The way in which an HIA is conducted would be determined by the lead agency. Metro Vancouver's role is to advocate for the use of the HIA practice in general.	No change required.
Vancouver Economic Commission	E - Goal 3	3.3.7 b) ii)	Consider expanding the direction to reference to prior mentioned demand management strategies, complete community, and other policy and regulatory tools. i.e. “such as safe, convenient active transportation routes directly serving key destinations such as high streets, community centres, and transit stations”.		
Department of Fisheries and Oceans Canada	E - Goal 3	3.4.2d) e)	Approaches and best practices aimed at mitigating impacts from climate change (e.g., flooding) should not only consider human benefits from implementation of the mitigation measures, but also potential consequences to fish and fish habitat (e.g., diking can destroy or fragment fish habitat). Design and implementation of climate adaptations should be holistic such that vulnerable populations be they human or aquatic are protected.	Thank you for your comment. Note policy 3.2.6 b) for Metro Vancouver to "Advocate to the Federal Government and the Province to: support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems".	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	3.4.5 b)	Member jurisdictions should be explicitly required to undertake climate change and natural hazard risk assessments, as this will then inform where new developments should be discouraged.	Note that while action 3.4.6 and 3.4.7 are applicable the local level, action 3.4.2 a) speaks to a broader collaborative process to understand the level of hazard, risk, and vulnerability across the region. Outcomes from the implementation of 3.4.2 a) may also inform future decisions around growth and development in hazardous areas.	No changes required.

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Urban Development Institute	E - Goal 3	General	This Goal includes numerous strategies that will limit development in certain areas. Under Strategy 3.2.1., there would be an increase in "… the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050." Local governments are also being asked to develop policies that "support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land trusts, and tax exemptions.". Buffering is also being considered to further protect these important lands. Under Strategy 3.4.5, development is to be discouraged "… in current and future hazardous areas …". UDI is supportive of these policies. However, if they are implemented, the need to have housing and job space targets in the areas of Metro Vancouver where growth can occur will become even more essential, considering the limited land supply within the region. **It is critical that steps be taken to mitigate any reduction in zoned capacity that may occur with the implementation of these policies. This does not have to be financial compensation. Density could be moved within sites or between sites.**	Thank you for your supportive comment. Metro 2050 is supportive of infill development in appropriate locations within walking distance to frequent transit. Zoned capacities are determined by member jurisdictions based on OCP lands uses and local context and aspirations.	No change required.
Department of Fisheries and Oceans Canada	E - Goal 3	n/a	In addition to a "connected network of protected Conservation and Recreational lands and other green spaces", protecting the environment and responding to climate change should also consider shifting dykes landward to allow aquatic habitat (e.g. freshwater and salt marshes, eelgrass) to continue to move landward as sea levels rise and increased flooding occurs. With a hardened shoreline along rivers and coastal shores, aquatic vegetation that is dependent on a specific elevation range will slowly disappear (i.e. "coastal squeeze"). Aquatic vegetation, and riparian vegetation, not only provides fish and aquatic wildlife habitat, it also acts as an important carbon sink. Suggest adding to the last paragraph of the first section, that "warmer temperatures combined with longer drought periods can increase the risk of wildfires and impact important wildlife and fish habitat."	Note collaborative actions under Action 3.4.2 and Action 3.2.6 b) for Metro Vancouver to "Advocate to the Federal Government and the Province to: support the uptake of nature-based climate solutions, including those that protect or restore foreshore ecosystems".	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	n/a	Suggest adding that the Fraser River is one of the most important salmon rivers in the world, hosting 5 different salmon species, and as well, anadromous steelhead trout. Having a healthy and productive estuary is critical to the survival of these Fraser salmon populations, which are of great importance to people and a keystone species in our marine and coastal ecosystems	Thank you for your comment and suggested addition.	Edit on page 7... "Many natural assets in Metro Vancouver are of national and international significance, such as the Fraser River estuary. Managed carefully, natural assets ~~they~~ also provide essential ecosystem services such as clean air, fresh water, and nutritious food."
Department of Fisheries and Oceans Canada	E - Goal 3	n/a	'Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver's ecosystems have global significance, providing both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway'. Suggest adding a general sentence regarding the protection of Southern Resident Killer Whales because they are endangered and salmon is their preferred food choice, therefore the protection of Vancouver's ecosystems are important for the recovery of this iconic species.	Thank you for your comment.	No changes required.
Department of Fisheries and Oceans Canada	E - Goal 3	n/a	This paragraph succinctly captures the importance of the environment that Metro Vancouver encompasses and the four strategies in the blue box should be how existing and new developments are planned, managed and operated.	Thank you for your supportive comment.	No changes required.
Urban Development Institute	E - Goal 3	n/a	UDI is supportive of this goal and generally supportive of the strategies under it – especially Strategy 3.3: "*Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions …*". This would again ensure that transportation and land use planning are linked to encourage the building of more transit oriented, compact and mixed-use communities.	Thank you for your comment.	No changes required.

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Urban Development Institute	E - Goal 3	n/a	Under Strategy 3.3.7, local governments are asked to identify policies that encourage building electrification, solar panels, and geoexchange systems as well as reduce embodied carbon. **We recommend that incentives be used as much as possible for green building policies. Again, this does not necessarily mean financial incentives. Increasing the allowable floor area of projects is viewed as the best incentive by many of our members** and is aligned with Metro Vancouver's goal of building more compact communities.	Thank you for your comment. Support the direction to add policy language around incentives to action 3.3.7 b).	Please change the text in 3.3.7 b) from "identify policies, actions and/or strategies" " to " identify policies, actions, incentives and/or strategies "
Department of Fisheries and Oceans Canada	E - Goal 3	n/a	Goal 3 speaks to ecosystem health yet there is no mention of the Fraser River Estuary. Suggest adding 'Supporting a healthy estuary critical for wildlife and salmon migration.'	Thank you for this suggestion. Metro Vancouver added mention of the Fraser River estuary in the preamble for Goal 3.	Edit on page 52... "Many of Metro Vancouver's ecosystems have global significance, such as the Fraser River estuary, which provides both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway.
North Shore Table Matters	E - Goal 3	n/a	Recommendation #6: Support equitable access and exposure to green space in urban areas There is an opportunity for further inclusion of integrated food access in green spaces through edible landscapes. E.g. food forests, community gardens, Indigenous foodscapes, etc.	Thank you for the comment. Policy 1.3.7 e) includes community gardens and has been drafted to help improve equitable access to food.	No changes required.
David Suzuki Foundation	E - Goal 3	n/a	We are writing in response to the recently updated Metro Vancouver 2050 Regional Growth Strategy and would like to take the opportunity to express our support for the ambitious targets that Metro Vancouver has set out in the Metro 2050 report. We are excited to see the new 2050 targets to protect 50% of the regional land base as well as increase tree canopy cover within the established Urban Containment Boundary to 40%. It is also good to see a series of policy considerations that accompany each of the goals. In addition, we were delighted to see that environmental impacts are considered throughout the strategy beyond just Goal 3 to "Protect the Environment and Respond to Climate Change and Natural Hazards."	Thank you for your supportive comment.	No changes required.
David Suzuki Foundation	E - Goal 3	n/a	**Greater emphasis on climate adaptation in strategic documents such as the Metro 2050 strategy required** In light of the recent and ongoing flooding events in the Lower Fraser Valley and Northern B.C., there is a need to act more urgently to improve Metro Vancouver's climate adaptation strategy. The province has been overwhelmed by wildfires and floods and we feel that we are far behind on planning for adaptation. Beyond the proposal for a strategy, we feel that adaptation should be integrated into the Regional Growth planning. Municipalities are facing unprecedented costs to address the stress on their infrastructure and to recover from these intensified and more frequent climatic events. Climate impacts in the short term will greatly impact our ability to meet the main goals outlined in the 2050 Regional Growth Strategy and the long-term vision captured in the report. We propose that clear targets and goals be set for adaptation as part of the Regional Growth Strategy.	Acknowledge that climate change adaptation is a pressing issue, an issue that is particularly salient in light of the climate change impacts this province and region have felt over the past year. Though the role for climate change adaptation at the regional district level is less well-defined than at the local level and provincial level, significant efforts to improve the adaptation policy content in Strategy 3.4 in *Metro 2050* have been made, in comparison to the previous version of Strategy 3.4 in *Metro 2040* . Many actions, such as 3.4.2, may act as "stepping stone" actions that can lead to further adaptation work in the coming years. Note also that Metro Vancouver's regional climate action strategy, *Climate 2050* , will contain actions for both GHG emissions reductions and climate change adaptation within the ten themed 'Roadmaps'.	No changes required.

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Recycling Alternative	E - Goal 3	n/a	*Do you in general agree with the direction of the plan?* Yes, specifically agree with the following components: stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts	Thank you for your supportive comment.	No changes required.
Recycling Alternative	E - Goal 3	n/a	*Do you in general agree with the direction of the plan?* Yes, specifically agree with the following components: stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts	Thank you for your supportive comment.	No changes required.
SFU Renewable Cities	E - Goal 3	n/a	Goal 3 should be amended to be consistent with Metro Vancouver's climate policy, specifically: "Protect the Environment, Meet Metro Vancouver Climate Change Targets and Reduce Vulnerability to Climate Change Impacts and Natural Hazards."	Note that "Respond to climate change" applies to both reducing GHG emissions and improving resilience to the impacts of climate change.	No changes required.
SFU Renewable Cities	E - Goal 3	n/a	Establish model bylaw language to integrate into all zoning requirements to minimize surface runoff and maximize resilient urban tree system that effectively stores carbon, maximizes passive design and supports healthy ecosystems.	Thank you for your comment. This is outside the scope of Metro 2050. Zoning and associated requirements are the responsibility of member jurisdictions. Should there be interest from member jurisdictions and the MVRD Board, a future research project could explore and share best practices in this area.	No changes required.
SFU Renewable Cities	E - Goal 3	n/a	Require natural asset integration into all infrastructure development by private and public sector entities (local and provincial government) to mitigate risks from overland, run-off and coastal flooding, urban heat island and forest fire.	Thank you for your comment. Action 3.2.2 b) is to integrate the consideration of ecosystem services (which natural assets provide) in decision making for Metro Vancouver and a corresponding Action 3.2.7c) i) for member jurisdictions. Metro Vancouver will clarify these actions by changing "ecosystem services" to "natural assets and ecosystem services".	Change "ecosystem services" to "natural assets and ecosystem services" in 3.2.2b) and 3.2.7c)i)

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West Coast Environmental Law	E - Goal 3	n/a	We recommend that Goal 3 be re-worded so that it more specifically recognizes and values relationships with the ecosystems of the lands and waters of this region, and promotes synergistic benefits of greenhouse gas reductions, ecosystem services, and climate change adaptation. [suggested wording:] ***Protect and restore the region's ecosystems, reduce greenhouse gas emissions, and adapt to climate change and natural hazards.*** *The region's freshwater, terrestrial and coastal ecosystems are respected as the foundation of all life in the region and are protected, restored and nurtured. A connected network of Conservation and Recreation lands is complemented by providing, incentivizing and educating about the opportunities for other land uses, measures and practices that enhance biodiversity and human health, increase natural infrastructure benefits, avoid greenhouse gas emissions and contribute to carbon storage, and support resilience and adaptation to climate change across the landscape of the region.* As noted earlier, it would be helpful to describe in more detail the regional ecosystems and particular species and connections to the landscape so that strategies and actions could be directed appropriately, and outcomes monitored. This is also important for communications and education, and making actions relevant for people in the region. For example, healthy freshwater ecosystems are essential for salmon, pollinators benefit from biodiverse, connected urban landscapes, water quality is critical for shellfish, etc. In Costa Rica, the city of Curridabat recognized pollinators, trees and other native plants as citizens, and included them directly in planning processes so that their abundance, not just mere preservation, could be promoted and managed. Overall this section lacks a framework for prioritizing actions that will add up to significant ecosystem benefits. It describes types of actions that are reasonable and supportable, but there is no indication how they will be coordinated and where they will be implemented for the greatest positive impact on the landscape of Metro Vancouver. As it stands, the strategies risk leading to a number of unconnected actions diluted across the region that have less than optimal benefits for ecosystems.	Note that there are several Implementation Guidelines associated with Metro 2040 and as noted in policy action 3.2.3d). Metro Vancouver will work with member jurisdictions, First Nations and other agencies to "prepare Implementation Guidelines to support the regional green infrastructure network and to assist with the protection, enhancement, enhancement and restoration of ecosystems". The ecosystems intended for protection are identified in several locations in Metro 2050 - the definition of Conservation and Recreation lands clarifies ecosystems that member jurisdictions should include in this designation, providing additional clarity compared to those listed in Metro 2040. Metro 2050 also includes a new Sensitive Ecosystem Inventory map that identifies Sensitive and Modified Ecosystems within and outside of the Conservation and Recreation Regional Land Use Designation that should be prioritized for protection, enhancement, and restoration.	No changes needed.
West Coast Environmental Law	E - Goal 3	n/a	Finally, although the document does mention food security, in passing, it does not mention food security in the region from the perspective of Indigenous nations, a significant omission.	Thank you for your comment. This is outside of the scope of Metro 2050. Metro Vancouver staff note this topic requires further examination and have identified it for review as a possible addition by way of future RGS amendments. Additionally, proposed updates to the Regional Food System Strategy will include highlighting the food security challenges experienced by First Nations in the Metro Vancouver region.	No change required.
West Coast Environmental Law	E - Goal 3	n/a	Conservation and Recreation (designation) - Ecosystem health on conservation and recreation lands should be assessed and monitored over time, with active restoration work undertaken where appropriate. Interface and other relationships with lands not designated for conservation and recreation should also be managed for ecosystem protection and restoration. Generally speaking 'green spaces' throughout Metro Vancouver should be areas whose design supports biodiversity within the region's ecosystems as well as human health, culture and wellbeing considerations. Given the extensive habitat losses that the region has already sustained, every opportunity to provide ecosystem benefits needs to be taken. (See Strategy 1.3.1)	Regarding monitoring, see response above about policy action 3.2.2 a) and Section G: Performance Monitoring under 'Ecosystem Health'. Ecosystems are those included in the Conservation and Recreation Land Use designation, and the SEI map (which fall within and outside of the Conservation and Recreation land use designation). 'Urban green spaces' include these areas, as well as more urban parks and landscaping (including street trees).	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
SFU Renewable Cities	E - Goal 3 & 4	n/a	Currently, 30% of households are solos, disproportionately seniors. By 2030, 40% of households will be solos. By the end of this RGS's time horizon, it is likely more than half of all households will be solos, disproportionately seniors, and we will be experiencing far more extreme heat events. Amongst its most important functions, a Regional Growth Strategy projects housing requirements. These housing and land use plans must better take into account our current and future demographic vulnerabilities along with diverse interventions to address them and maximize co-benefits.	Thank you for your comment.	No changes required.
SFU Renewable Cities	E - Goal 3 & 4	n/a	The region's forest, tree density and natural park areas should be mapped, along with walkable service areas, current and future household occupancy and age and to identify heat wave vulnerable areas to prioritize interventions, specifically: o Strengthened tree policy, urban forest canopy and private tree bylaw, and park creation in nature-weak neighbourhoods. o Strengthen mixed use zoning and walkability where there is sufficient density. o Develop programmatic interventions to support solo seniors becoming land lords by building the capacity of social housing providers – e.g. Metro Vancouver Housing and others – to manage secondary suites on behalf of seniors in exchange for renters providing a basic services for the senior (e.g. shopping, lawncare, cooking, etc.). (This service can be delivered at marginal to no cost, simply with a percentage of rent as a management fee. This is potentially the single most cost-effective strategy for advancing affordable housing, reducing social isolation and cutting carbon. Doubling occupancy in a single family home, ostensibly cuts per capita residential housing GHGs in half.)	Note that Action 1.3.3 for Metro Vancouver and Action 1.3.7 for member jurisdictions, aim improve walkability and respond to health and climate change-related risks by providing equitable access to green space and tree canopy cover within complete communities. Metro Vancouver Housing (MVH) supports diverse, mixed-income communities, primarily for families, seniors, and people with special housing needs. The Metro Vancouver Housing 10-Year Plan states that MVH will collaborate and partner with other non-profits to support affordable rental housing in the region.	No changes required.
Vancouver Economic Commission	E - Goal 4	4.1.5	Staff are supportive of new enabling legislation for local governments to mandate affordable housing through inclusionary zoning powers, and note that advocacy should consider the balance needed between market-rate and below-market rate units in inclusionary developments to ensure financially feasible outcomes.	Staff note the importance of ensuring financially feasible outcomes when using inclusionary zoning. Through Policy 4.1.5, Metro Vancouver will advocate to the Province for the enabling legislation required so that local governments have the ability to require affordable housing through zoning. It would then be up to member jurisdictions to decide if/how they would utilize this regulatory tool in their local contexts.	No changes required.
Vancouver Economic Commission	E - Goal 4	4.2.3	Staff are supportive of a regional target for transit-oriented affordable housing, as it is in line with city community plans and housing policies. Staff suggest further analysis to determine if 15% is the right target – i.e. exploring the delivery of rental and non-market housing near transit to date across the region to understand recent trends and future potential.	Further analysis is being undertaken to better understand recent trends and future potential for this aspirational regional target. Following adoption of Metro 2050, more guidance will be provided with regards to a clearer definition of "affordable rental housing" that will be used to monitor progress toward this target. The definition will likely be based on a percentage of the Regional Median Household Income, by number of bedrooms. Staff are currently developing a methodology to assist with implementation of the target based on the data that is available, and details will be outlined in a forthcoming Metro 2050 Implementation Guideline.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Urban Development Institute	E - Goal 4	4.2.7	Under Strategy 4.2.7, local governments need to identify how they will use regulatory tools to protect and preserve rental housing. **UDI would want to ensure that this Strategy not curtail redevelopment near transit stations** where growth needs to occur to reduce GHGs and fully leverage transit investments.	Note that examples of regulatory tools that member jurisdictions may choose to use in order to protect and preserve rental housing might include Housing Agreements or Residential Rental Tenure Zoning, for example.	No changes required.
Vancouver Economic Commission	E - Goal 4	4.3.5, 4.3.7	Staff are supportive of Metro Vancouver accepting Regional Context Statements that indicate how municipalities will collaborate with senior levels of government and partners to increase the supply of permanent, affordable, and supportive housing units and pathways out of homelessness. Staff also suggest that Metro Vancouver may still have a role to play in coordinating or facilitating a regional approach to homelessness with member municipalities, non-profit housing and homelessness service providers, and other levels of government.	Policy 4.3.2 states that Metro Vancouver will collaborate with member jurisdictions, non-profit housing and homelessness services providers, and the Federal Government and the Province on coordinated actions to address regional homelessness.	No changes required.
Vancouver Economic Commission	E - Goal 4	4.3.6	Staff are supportive of Metro advocacy to senior levels of government on rent supplements and shelter assistance rates. However, there also needs to be a discussion about the high cost of living and construction in Metro Vancouver cities – often the level of rent supplement provided under existing programs is not sufficient to enable low-income households to stay in cities or support financially viable housing construction. This can lead to geographic equity problems with rent supplement programs	Thank you for your supportive comment. We have added geographic and cost of living considerations to the wording of Policy 4.3.6.	Change Policy 4.3.6 to read: Advocate to the Federal Government and the Province to provide and expand ongoing rent supplements and housing benefits **in a way that takes into account geographic and cost of living considerations**, and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing.
Vancouver Economic Commission	E - Goal 4	General	Housing Affordability and Supply – housing remains a primary concern for all actors in the region. As has been noted many times, the high cost of housing is now having intense knock-on effects across the economy and is a significantly limiting factor in workforce availability. VEC recommends that Metro Vancouver engages thoughtfully and proactively with the results of the recent BC-Canada Expert Panel on the Future of Housing Supply and Affordability, and work to implement and advocate for the relevant recommendations therein. More specifically, VEC recommends work with member municipalities to remove mandatory parking minimums, ease form and use restrictions for housing across the region, and generally work towards more complete communities.	These suggestions are consistent with the Metro 2050 vision for complete communities with a range of housing options. Metro Vancouver is actively reviewing the recommendations of the BC-Canada Expert Panel on the Future of Housing Supply and Affordability with its member jurisdictions and there will likely be discussions of options going forward that are beyond the scope and purpose of the regional growth strategy.	No changes required.
Urban Development Institute	E - Goal 4	n/a	UDI is pleased that Metro Vancouver is making housing affordability a larger focus in Metro 2050. We support the affordable housing definition of homes that are "… affordable to households earning up to 120% of the Regional Median Housing." The draft RGS also encourages inclusionary zoning – including establishing "… a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas …". **UDI is not opposed to inclusionary zoning; however, any such policies need to be accompanied with density increases**.	Thank you for your comment.	No changes required.
North Shore Table Matters	E - Goal 4	n/a	Recommendation #1: Increase the development of affordable, rental housing near transit: Generally Table Matters supports this providing that this reduction of development costs is specifically for affordable (more than 30% of gross household income), secured, long-term rental and affordable housing. These transportation coordinators need to not only consider housing but also food accessibility. Residents within these neighbourhoods should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents). This includes affordable grocery stores, food growing spaces, emergency food services, markets, food literacy opportunities, etc.	Thank you for your supportive comment. Metro 2050 policy 1.3.7 e) asks member jurisdictions to support community access to healthy food through a variety of proven strategies.	No change required.

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Vancouver Economic Commission	E - Goal 4	Preamble	Metro 2050 is the first Metro Vancouver Regional Growth Strategy to include a stand-alone housing goal, a reflection of the growing urgency of housing affordability pressures across the region. The preamble outlines the housing challenges facing households across Metro Vancouver, and acknowledges that a diverse mix of housing types and tenures are needed to address these challenges, in cooperation with government and sector partners. Overall Goal 4 is well aligned with Vancouver's Housing Vancouver Strategy, with a parallel structure, goals, and actions. In the second paragraph, it may be valuable to connect the objectives under Goal 4 with the objectives of the Transportation, Complete Communities, and Climate Change goals.	Thank you for your supportive comments, we will add language to the preamble to more explicitly draw the connection between these interrelated objectives.	Consider adding language or symbols to the Preambles of all Metro 2050 Goals to draw a clearer connection between interrelated topic areas. I am not suggesting any specific wording as I think such a change should be made consistently across all Goals so that the Preambles follow the same form and style. This is one of a few comments requesting a more explicit explanation of the connection between Transportation-Complete Communities-Housing-Climate.
Vancouver Economic Commission	E - Goal 5	5.1.10	Consider specifically referencing bridges and other pinch points which can become major barriers or bottlenecks to safe, all ages and abilities active transportation. "Operating" reads as "maintaining" consider tweaking language from "expanding and operating" to, "expanding and upgrading" to support safe, convenient, direct active transportation connections for all ages and abilities.	"Operating" is important to keep in the language, but will add "upgrading" as it is distinct from both expansion and operation. The specific reference to bridges and pinch points is too granular for this RGS funding policy, which speaks generally about active transportation, alongside transit.	No changes required .
David Suzuki Foundation	E - Goal 5	5.1.10	5.1.10 Advocate to the Federal Government and the Province to provide increased reliable funding for expanding and operating: a) the regional transit system; b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and c) municipal pedestrian infrastructure. This section should include mention of permanent transit funding. While there has been recognition of the need for permanent transit funding from the federal government for the planning and execution of regional priority projects, this remains at the discretion of the serving government and could easily be removed. Metro's 2050 plan should advocate for permanent funding on a continuing basis. We cannot afford to experience again the delays that saw projects stalled for years if not decades.	While the current language (increased reliable and sustainable) partly captures this idea, "permanent" is a stronger and simpler phrasing. This change will be made to 5.1.10.	Revise "increased reliable and sustainable funding" to "increased and permanent funding..." Also correct grammar in "expanding, and operating" by removing comma.
David Suzuki Foundation	E - Goal 5	5.1.12	5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, polices, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity. The David Suzuki Foundation is very supportive of this approach. It would be improved by adding shared 'electric mobility'. Under 'new mobility' the concept of 'mobility as a service' would capture more options. We've paid particular attention to autonomous vehicles planning and have recommendations for Metro Vancouver on how to factor climate into planning in this report: https://davidsuzuki.org/science-learning-centre-article/new-mobility-autonomous-vehicles-impacts-greenhouse-gas-emissions-metro-vancouver/ New mobility may also include ride shares. Here we caution Metro Vancouver and encourage you to take note of this research which points to ride-share as a large source of carbon emissions: https://pubs.acs.org/doi/full/10.1021/acs.est.1c01641	Although there are many competing and overlapping definitions in this space, "new mobility" and "shared mobility" are sufficient to capture the key ideas, which include electric and autonomous vehicles. If a consensus is reached in the future about preferred terminology, it can be updated through an amendment to Metro 2050.	No changes required.

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Vancouver Economic Commission	E - Goal 5	5.1.14 b)	Mobility pricing included in an earlier draft of the RGS but is removed in the current draft. Given that it has demonstrated significant behaviour change, staff suggest including mobility pricing as a key action.	Mobility pricing is noted in Metro 2040 as one option for demand management strategies in policy 5.1.7(d). This policy remains unchanged in Metro 2050. The Metro Vancouver Board has given clear direction through the development of Metro 2050 that TransLink should lead any future discussions on mobility pricing for the region.	No changes required.
Vancouver Economic Commission	E - Goal 5	5.1.14 c)	Enhanced walkability measures were included in an earlier draft of the RGS but it has been simplified to "Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking." Staff suggest the inclusion of enhanced walkability and cycling measures for all ages and abilities, including providing direct and comfortable connections that serve everyday destinations such as commercial areas, transit stations, schools, and community centres to encourage the importance of other modes of transportation for all trips.	The idea of direct, comfortable, all ages and abilities connections to everyday destinations warrants inclusion. This addition fits best within 5.1.14 (f).	No changes required,
Vancouver Economic Commission	E - Goal 5	5.1.15 d)	Consider being more explicit about ensuring that new and emerging technologies complement compact, complete, walkable and bikable communities, and mass transit. New technology should not exacerbate auto-oriented urban sprawl or work against efforts to prioritize healthy, low cost active transportation and mass transit.	Thank you for your comment. Further research is required on how Metro Vancouver, TransLink and member jurisdictions can ensure that new and emerging transportation technologies support urban containment and compact, complete communities. When this research has been completed, actions can be incorporated into Metro 2050 as appropriate to address this important issue.	No changes required.
Vancouver Economic Commission	E - Goal 5	5.1.6	Staff suggest strengthening language and including a desired outcomes of reducing dependency on private automobiles/reducing car ownership/prioritizing sustainable transportation/enabling other uses of public space	Several of these suggestions are overlapping, but the idea of reducing the number of vehicles, in particular, warrants inclusion.	No changes required.
Vancouver Economic Commission	E - Goal 5	General	Transit and Transportation Investments – Metro Vancouver's transit and transportation system's future, particularly with the recent release of the draft Transport 2050, looks bright. But there are still many barriers and gaps along the way. Fiscal reform of TransLink, to ensure that it has sufficient, stable, and ongoing funding for its investments and operations, remains crucial. VEC recommends that Metro Vancouver, member municipalities, and TransLink continue to advocate for rationalized infrastructure funding, as well as exploring novel innovations like the Transit-Oriented Affordable Housing (TOAH) Fund; a regional mobility pricing; and the 2020 Coriolis report on new revenue potential revenue sources for TransLink.	Thank you for your comment.	No changes required.
SFU Renewable Cities	E - Goal 5	Map 10	Cycling and bike infrastructure can make an important contribution to managing congestion and carbon and promoting public health and liveable communities. There are, nevertheless, important distance and land use thresholds that powerfully determine cycling propensity regardless of the infrastructure. The draft RGS has long segments in far flung areas with light densities far removed from jobs and services that will make negligible contributions to mode shifting. Proximity to job hubs (#1) service areas (#2) and residential and employment density (#3) determine travel mode and driving distance. This is important in all transportation planning, but acutely important for active travel.	Map 10 represents the long-term active transportation vision for the region. It does not preclude local-level cycling networks that could be developed by member jurisdictions in coordination with other stakeholders including Metro Vancouver. Metro 2050 encourages member jurisdictions to support cycle network expansion to aide modal shift.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Urban Development Institute	E - Goal 5	n/a	The Expert Panel on the Future of Housing Supply and Affordability has a much higher forecast for household growth…. **UDI recommends Metro Vancouver review the work of the Panel to determine if the growth projections in *Metro 2050* need to be reassessed.**	Metro Vancouver's growth projections are based on past and emerging trends. The population, housing and employment projections are updated regularly as new data becomes available. Should immigration rates change by the Federal Government or the based assumptions built into the population and household projections change, the projections will be reevaluated.	No change required.
Urban Development Institute	E - Goal 5	n/a	Again, this Goal positively reinforces linking transportation investments with land use. In fact, Strategy 5.1 is "Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking."	Thank you for your comment.	No changes required.
Urban Development Institute	E - Goal 5	n/a	We are especially pleased with the recommendations to reduce parking in this section and other sections of the *RGS* . **UDI recommends that the regional parking strategy include a review of removing minimum parking standards – especially around transit and a review of on-street parking regulations.** We have found that unless parking regulations and/or meters are in place, Councils are reluctant to reduce off-street parking requirements because of spillover issues. UDI understands that parking reductions would come with Transportation Demand Management (TDM) measures, and we would be pleased to work with Metro Vancouver, TransLink and local governments on TDM strategies.	An assessment of minimum parking standards will be a core part of the Regional Parking Strategy scope.	No changes required.
Urban Development Institute	E - Goal 5	n/a	With the investments being made in these networks, Metro Vancouver may want to consider a recommendation we offered TransLink in our response to *Transport 2050* : "*… Consider "Bike Oriented Density" areas. This would involve increasing the residential density of neighbourhoods that are 1 km to 5 km away from transit stations, Urban Centres, or commercial areas. This would increase the use of bike infrastructure – just as having residential density close to Urban Centres, TOD areas and Vancouver's Central Business District has led to increased walking and/or transit use."*	This approach is reflected in the new Major Transit Growth Corridor concept, which identifies a one-km radius on either side of select transit corridors as candidate areas (outside of existing Urban Centres and FTDAs) for future study and/or intensification.	No changes required.
North Shore Table Matters	E - Goal 5	n/a	Recommendation #3: Ensure land use and transportation planning processes consider inter-regional impacts: There is a need to work collaboratively on transportation planning within the region and with our neighbouring communities to ensure there is sustainable food distribution. If we are to focus more on local food production, local distribution networks are vital. That being said, a more localized food production that relies on shorter supply chains is preferred. Local food growing, manufacturing, and distribution should be prioritized.	Thank you for your supportive comment. Metro 2050 includes a new policy 2.3.12 b) that asks members to consider policies and programs to increase the distribution of local food in urban areas.	No change required.
North Shore Table Matters	E - Goal 5	n/a	Recommendation #5: Increase opportunities for active transportation by accelerating the build-out of infrastructure: We believe all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents). Infrastructure development to support active transportation can help improve food accessibility.	Thank you for your comment.	No changes required.

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David Suzuki Foundation	E - Goal 5	n/a	**Missing from the plan** We note that mobility pricing is not mentioned as a strategy to limit demand. This is an important policy that, while politically challenging to implement, will be an important source of revenue as the gas tax fund dries up as we transition to electric vehicles. We encourage you to read our report on mobility pricing, which includes recommendations for Metro Vancouver: https://davidsuzuki.org/science-learning-centre-article/pricing-it-right-for-climate-using-mobility-pricing-to-drive-down-transport-emissions-in-metro-vancouver-and-montreal/	Mobility pricing is noted in Metro 2040 as one option for demand management strategies in policy 5.1.7(d). This policy remains unchanged in Metro 2050. The Metro Vancouver Board has given clear direction through the development of Metro 2050 that TransLink should lead any future discussions on mobility pricing for the region.	No changes required.
David Suzuki Foundation	E - Goal 5	n/a	**Role of Smart Growth, fuel switching and EV policies and mandates** Finally, we draw your attention to the important role of smart growth land use policies in the context of senior government policies promoting energy efficiency and fuel switching. We commissioned a report which found that ambitious smart growth land-use policies offer fairly small additional GHG reductions from personal transportation in Metro Vancouver when combined with current and announced federal and B.C. fuel switching and EV policies and mandates. Metro Vancouver should consider that ambitious smart growth policies would be expected to have a larger impact on carbon emissions should senior government carbon-reduction policies be weakened. Report with recommendations for Metro Vancouver: https://davidsuzuki.org/science-learning-centre-article/clearing-the-air-transportation-land-use-and-carbon-emissions-in-metro-vancouver/	"Smart growth" is a foundational part of Metro 2050, reflected in the Urban Containment Boundary and Urban Centres frameworks. We view smart growth as a complementary strategy to energy/technology-based approaches to reducing GHGs.	No changes required.
HUB Cycling	E - Goal 5	n/a	Cycling and active transportation should be key pieces to achieve Metro Vancouver's carbon neutrality goal. Walking, cycling, and other forms of active transportation produce zero emissions while providing a range of societal benefits, including heart health, cardiovascular system, lower stress, and lower risk for several diseases, including high blood pressure, hypertension and diabetes. New technologies, such as e-bikes and e-kick scooters, also have very low emissions while providing similar health benefits	Thank you for your comment.	No changes required.
HUB Cycling	E - Goal 5	n/a	regional parking strategy is an excellent goal for the region. We need a strong network of alternative ways to move around aside from driving. With wide swaths of land being used to provide parking well below the market rate, this reduces the amount of land available to provide housing to the region and is also a subsidy on driving, which runs contrary to the Metro 2050 goals. A regional parking strategy will help address this and make other modes, such as transit and cycling, more feasible. Metro Vancouver best leads a parking strategy to provide consistency across the region. Care should be taken to include equity considerations, so some households are not unfairly burdened	Thank you for your comment.	No changes required.
HUB Cycling	E - Goal 5	n/a	There is a need to future-proof for new and emerging mobility options. Devices such as e-bikes, e-cargo bikes, e-kick scooters and other active transportation options are growing in popularity. Consideration should be given to both accommodate existing and emerging forms of active transportation through land-use policies (such as end-of-trip facilities) and accommodating safe and comfortable long-distance cycling and active transportation networks	Metro 2050 emphasizes the development of the Regional Cycling Network, which will accommodate these emerging modes, along with demand management approaches such as end-of-trip facilities.	No changes required.
HUB Cycling	E - Goal 5	n/a	Metro Vancouver's Regional Greenway Network is an important element of this plan and will provide opportunities for people to stay active in their communities. The Greenway Network should work in tandem with TransLink's Major Bikeway Network (MBN) and connect to long-distance cycling facilities as outlined on the MBN	Thank you for your comment.	No changes required.

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SFU Renewable Cities	E - Goal 5	n/a	Regional financing for bikeway networks should focus on Triple A infrastructure in and around major employment hubs #1 and service areas #2.	TransLink's existing municipal active transportation cost-sharing programs take this approach, emphasizing AAA facilities in in Urban Centres and Frequent Transit Development Areas.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	Bikeway development should be integrated into road capital replacement plans, notably in low density areas far removed from jobs and services.	This approach is reflected in policies 5.1.14 (c) and (f) with respect to municipal infrastructure, along with policy 5.1.13, which advocates for bikeways to be co-located with rapid transit infrastructure and include the delivery of such facilities within the scope of rapid transit projects.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	Infrastructure standards for bikeways should reflect density and location... The RGS Map should be strengthened with a hierarchy that reflects residential and job density layers and major job and services hubs that define a clear hierarchy of bikeway development priority.	Map 10 is a concept-level representation of the Regional Greenway Network and Major Cycling Network. Implementation and phasing plans for both networks will be developed through subsequent planning work.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	The bikeway network should be integrated with a regional parking strategy, including the retirement of parking along routes to safely accommodate cycling.	The Regional Parking Strategy will account for bicycle parking facilities and the Regional Cycling Network. However, specific actions such as parking removal along municipal rights-of-way will be developed through other plans.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	Urban freight is the fastest growing source of regional GHGs and congestion and requires immediate attention.	Thank you for your comment.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	Accelerate progress on an urban Regional Goods Strategy, with emphasis on courier and logistical services. o Prioritize the set-up of basic neighbourhood and sub-regional logistical hubs for pick up and drop off for all urban freight o Establish a commercial vehicle licensing program with varying fees that targets the logistical and courier sector, requiring and/or powerfully incentivizing the use of efficient neighbourhood and sub-regional logistical hubs and no-rush delivery service and the use of zero emission vehicles and electric assist bikes. o Establish an impact investment program to help capitalize the cost of zero emission delivery vehicles and electric assist cargo bikes. o Integrate the region's transit system into courier and logistical activity. o Create an RGS Map with approximate provisional locations for sub-regional logistical hubs.	There is an existing plan, the Regional Goods Movement Strategy, whose implementation is being led by TransLink.	No changes required.
West Coast Environmental Law	E - Goal 5	n/a	Add "and opportunities to reduce negative environmental impacts and enhance positive impacts from these transportation networks are identified and adopted" to the paragraph after the statement of the goal. The linear disturbance and drainage from transportation networks has a range of negative environmental impacts but its maintenance and redevelopment could also could create opportunities for ecosystem protection and enhancement.	Mitigating the environmental impacts of transportation is addressed in several Metro 2050 policies, including: 5.1.15 (f), 5.2.4 (e) and (f), 5.2.5, 5.2.6 (f), 5.2.8, and 5.2.9.	No changes required.

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David Suzuki Foundation	E - Goal 5	n/a	**Comments on Goal 5: Support Sustainable Transportation Choices** Metro Vancouver's emissions from transportation make up 45 per cent of its total emissions. To meet climate objectives and stay within the science-based limit of increasing heating no more than 1. 5 C, policies and actions from Metro Vancouver must not only be bold but also designed to bend emissions curves down dramatically by 2030.	Acknowledge that the buildings and transportation sectors are the two largest sources of regional GHG emissions. Note that policies in Strategy 3.3 refer to buildings and transportation explicitly, partly due to their contributions to GHG emissions, but also their inherent connections to land use planning. Policies in Goal 5 have implicit GHG emission reductions benefits, as noted in the preamble for Goal 5 as well as Strategy 5.1 and Strategy 5.2. Note that Metro Vancouver also has a regional climate action strategy, *Climate 2050* , which contains a Transportation Roadmap. This Roadmap contains additional transportation-related GHG emissions reductions actions that are out of scope for Metro 2050. The "goals and targets" section of the Transportation Roadmap breaks down the emissions reductions needed from transportation subsectors. Note that *Climate 2050* and *Metro 2050* are intended to function as complimentary documents, and both plans are underpinned by the MVRD Board-adopted GHG emission reduction targets to achieve 45% reductions in GHG emissions below 2010 levels by 2030, and carbon neutrality by the year 2050.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	There is a risk that the envisioned extensive "Major Corridor and Major Transit Network" will be fiscally unsustainable and inadequate at incentivizing better urban land use. Proposed transit service plans risk putting upwards pressure on fares threatening low-income households.	Close collaboration with TransLink and member jurisdictions throughout the development of Metro 2050 has reinforced the commitment of maintaining and growing transit investment in the region where it will serve the greatest number of people in the most efficient ways. Maximizing ridership along high frequency routes works towards achieving that objective.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	Local governments and TransLink should adopt the Transit Service Guidelines as the basis for service provision. A municipality's residential and employment density should be the primary basis that determines the nature of service.	This is outside the scope of Metro 2050.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	TransLink and local governments should supplement the Transit Service Guidelines to accommodate appropriate residential and job density requirements for rapid transit, using Ministry of Ontario Transit Supportive Guidelines and Metro Lynx Mobility Hub Guidelines to inform this work.	This is outside the scope of Metro 2050.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	The Major Transit Network map should include residential and job density layers which define a clear hierarchy of transit service.	While helpful for analytical work, this would be too much detail for a Metro 2050 map. The primary areas of focus for regional growth in Metro 2050 is in the Urban Centres, and FTDAs - not everywhere along the Major Transit Network. One reason for this is that the MTN traverses many areas not suitable for growth (e.g. areas outside the Unban Containment Boundary, through the ALR, along freeways, over bridges, etc.).	No changes required.

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SFU Renewable Cities	E - Goal 5	n/a	Transit Supportive Policy Agreements developed between TransLink and municipalities to advance sustainable land use associated with large rapid transit projects should be extended from corridor and station area to the surrounding areas. Rapid transit projects, in particular, have immense potential to accelerate car-oriented growth beyond the corridors and station areas. Transit financing, notably large rapid transit projects, should leverage the protection of all greenfields from development.	Thank you for your comment.	No change required.
SFU Renewable Cities	E - Goal 5	n/a	Local governments should be required to strengthen TransLink revenue generation potential by focussing mixed use growth along corridors, generating ridership and farebox revenue.	Metro 2050 encourages member jurisdictions to focus residential and employment growth along the transit network, particularly in Urban Centres, FTDAs and within the Major Transit Growth Corridors.	No changes required.
SFU Renewable Cities	E - Goal 5	n/a	The envisioned major bikeway network requires a better hierarchy for development based on well-established criteria for utilization and value for dollar investment.	This is outside the scope of Metro 2050 as the Network was developed and maintained by TransLink.	No changes required.
Vancouver Economic Commission	F - Implement.	6.2.7	There is a need to provide temporary emergency housing for those experiencing homelessness on lands that may not be designated to allow residential uses such as industrial or employment. The RGS does not contain a flexibility provision to allow temporary conversions to allow housing on these lands where the long term industrial and employment intent for the designations remain. Consider amending provision 6.2.7 and 2.2.9 (d) (V), to permit residential uses on lands designated employment or industrial subject to the housing being made available exclusively to persons experiencing, or at risk of experiencing homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).	The RGS does not consider or have allowance for 'temporary' uses. Section 6.2.7 does provide municipalities with the ability to make small adjustments in terms of changing regional land use designations to address local needs, which could be used to address such situations.	No changes required.
West Coast Environmental Law	F - Implement.	6.3.4(f)	The 2040 Regional Growth Strategy (RGS) was criticized for allowing municipalities to designate “special study areas” outside the Urban Containment Boundary that could subsequently be included through an amendment of the RGS to extend the Urban Containment Boundary, with only a 50% +1 vote of the Metro Vancouver Board. The current draft includes this amendment option but does not allow any further special study areas to be designated. However, it does include an amendment option from the 2040 RGS that is equally problematic. The proposed 6.3.4 (f) allows the relatively low bar 50% + 1 weighted vote for amendments: For sites that are contiguous with, or within, the Urban Containment Boundary, and are not within the Agricultural Land Reserve and subject to the Agricultural Land Commission Act, amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment boundary adjustments. [emphasis added] This provision seems to be directly contrary to Strategy 1.4, “Protect Rural lands from urban development”... We support strategy 1.4 as drafted and would like to see 6.3.4(f), if it is included at all, characterized as a Type 2 amendment requiring an affirmative 2/3 weighted vote of the Metro Vancouver Board, consistent with the procedure for amendments to the Urban Containment Boundary in general.	This implementation is consistent with the existing RGS - Metro 2040. The voting thresholds and amendment types/process was considered by the MVRD Board during the review process and no direction was given on adjustment, with the exception of eliminating the public hearing requirement for Type 2 amendments going forward.	No changes required.
Environment and Climate Change Canada	G - Performance Monitoring	n/a	Regarding “Percent of land in the Agricultural Land Reserve that is actively farmed.” 1) We would like to see also Percent of land in open soil agriculture added and noting that changes in these designations should be tracked. 2) We suggest also tracking percent of land in open-soil (soil-based) agriculture in wildlife-compatible crops. Partners like Ducks Unlimited, Delta Farmland and Wildlife Trust, and Canadian Wildlife Service can potentially help expand the survey that is currently done annually for Delta and Richmond.	The Metro 2050 performance monitoring program is limited by staff capacity and therefore no new performance indicators cannot be added.	No change required.

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Environment and Climate Change Canada	G - Performance Monitoring	n/a	Regarding "Change in hectares of land protected for nature across the region" – This is where we need to see separation of tracking of sewage/landfills etc. (which fall under the category Conservation and Recreation lands for Metro Van) from parks/forest/wetlands etc.	Thank you for your comment. This performance measure will track the hectares of land with legal protection status such as parks, wildlife management areas, etc.. The hectares and quality of the ecosystems will be reflected in the Sensitive Ecosystem Inventory indicators.	No changes required.
Environment and Climate Change Canada	G - Performance Monitoring	n/a	a) Regarding "Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary" – How would this be monitored and how frequently? b) We suggest 1) separating agricultural and industrial land from low intensity residential areas outside of the Urban Containment Boundary, 2) setting a tree canopy goal and 3) tracking tree canopy in low intensity residential areas and within buffer zones between agricultural areas and low intensity residential areas	Thank you for your comments. a) The tree canopy cover dataset was based on Metro Vancouver's regional Land Cover Cover Classification dataset, which was created using Lidar and high resolution multi-spectral satellite imagery (2-5m). An update to the Land Cover Classification dataset is planned for 2022-2023 and will be updated every 6 years. An update to the tree canopy cover dataset will follow, likely in 2023-2024. b) In policy 3.2.1b) a tree canopy cover target has been set for areas inside the Urban Containment Boundary which includes General Urban, Industrial, and Employment lands. Tree canopy cover will also be tracked across the whole region.	No changes required.
Environment and Climate Change Canada	G - Performance Monitoring	n/a	Regarding "Change in hectares of land identified as Sensitive or Modified Ecosystems" – how frequently would this be monitored? We propose monitoring of hectares for Ecosystem Health every 5 years.	Thank you for your comment. Metro Vancouver's Sensitive Ecosystem Inventory is updated every 6 years.	No changes required.
Destination BC	General	2.1.2	1. Greater recognition of tourism as a means to grow regional economic prosperity. Tourism is one of British Columbia's most important industries, generating $22.3 billion in industry revenue and $8.7 billion in real GDP in 2019 and, post-pandemic, has untapped potential. 2. Recognition that tourism is part of a larger effort to support and engage Indigenous Peoples, communities, and their cultural history. 3. Support for tourism development that promotes employment opportunities and improved cultural and recreational facilities. 4. Encouragement to Metro Vancouver members to support initiatives and proposals that enable the benefits of tourism throughout the region, grow destination development and relatedvamenities, enhance visitor experiences and further positive resident sentiment. 5. Work together to manage the destination together. The Vancouver, Coast & Mountains tourism region, managed by Destination BC, desires to be better integrated into planning efforts for both the regional district and municipalities in the MVRD. We suggest that these considerations, and in particular item 4 above, be incorporated in your direction to member jurisdictions adoption of Regional Context Statements to demonstrate the alignment of their OCPs with Metro 2050.	This is out of scope of Metro 2050. Metro Vancouver has a new service, Invest Vancouver, specifically purposed to address economic and employment matters in the region.	No changes required.

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West Coast Environmental Law	General	n/a	We note that the commitment to reconciliation and to uphold the United Nations Declaration on the Rights of Indigenous Peoples is inconsistently, and at times, weakly expressed in this draft document. In particular, the introductory section on “Reconciliation with Indigenous Peoples” appears to limit its consideration of Indigenous interests to the impacts of the RGS on reserve lands. This section fails to recognize that all of Metro Vancouver is on shared and unceded Indigenous territories, subject to inherent jurisdiction of Indigenous nations, also recognized in Canadian law under s.35(1) of the Constitution and that those nations have a range of interests and priorities in relation to those territories, that may include economic development opportunities, food security, archeological and cultural sites, the need to accommodate growing communities, and others. The Declaration on the Rights of Indigenous Peoples Act affirms that the Declaration applies to all laws in the province, and requires that the Province take all necessary measures to ensure that provincial laws are consistent with the Declaration. It can be anticipated that there will eventually be consequential amendments to many pieces of legislation, including the Local Government Act. In the meantime we submit that the foundation of good governance in Metro Vancouver will be respectful working relationships with Indigenous nations in the region, including listening and dialogue. Respect and recognition of the coexistence of Indigenous jurisdiction is highly relevant for the subject matter of Metro 2050 and should be expressly set out in this document.	Support providing a more clearly expressed commitment to relationship building with Indigenous governments. In addition, staff support providing greater contextual information about the BC Declaration on the Rights of Indigenous People's Act as it relates to a regional growth strategy.	Add to the beginning of the "Reconciliation with Indigenous Peoples" section the following context-setting sentence taken from the BC government website: "The provincial government passed the Declaration on the Rights of Indigenous Peoples Act into law in November 2019. It is anticipated that the BC Local Government Act will be brought into harmony with the Declaration over time which will provide greater clarity on the relationship between regional districts and Indigenous governments. In the meantime, a commitment to ongoing relationship building is essential. "
North Shore Table Matters	General	n/a	Thank you for the opportunity to provide feedback on the draft Metro 2050 plan. I am writing on behalf of North Shore Table Matters, a network of organizations, businesses, institutions, and local governments working to build a sustainable food system and increase food security on the North Shore of Vancouver. Our work focuses on initiatives that support bringing the North Shore Community Food Charter to life. The North Shore Community Food Charter was developed in 2013 and has been approved and endorsed by the following: City of North Vancouver, District of West Vancouver, District of North Vancouver, Tsleil-Waututh Nation, Squamish Nation, Bowen Island Municipality, Village of Lions Bay, Vancouver Coastal Health, North Vancouver School District, West Vancouver School District Residents The recent pandemic and climate disasters impacting our communities have highlighted the need for resilient, local food systems. We believe that this can be achieved, in part, through holistic community planning that considers and incorporates food in every area of planning. This includes health and social outcomes, transit, housing, environmental protection, climate change mitigation and adaptation, solid waste management, economic development, and more. Generally, we support the updates proposed in the regional growth strategy, however, we believe there is an opportunity to integrate food security and food access more deeply as food intersects all areas of regional planning.	Thank you for your comments.	No changes required.
North Shore Table Matters	General	n/a	Thank you for the opportunity to participate in your engagement process for the Regional Growth Strategy. We are happy to see the recommended changes to the plan, especially around the increased consideration of food production and distribution.	Thank you for your supportive comments.	No changes required.

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David Suzuki Foundation	General	n/a	**Working with Indigenous partners and other groups:** We note that the strategy acknowledges the need for working with local First Nations. We would encourage Metro Vancouver to include Indigenous leadership and perspectives into strategic-level planning including the Metro 2050 report. The involvement of First Nations into strategic planning and implementation should be explicit and will be key to ensuring more effective and sustainable outcomes. Partnerships and networks are required to achieve the specific targets and Metro Vancouver's vision. The David Suzuki Foundation supports the need for a consolidated network of local governments, urban planners, academic researchers, ENGOs and engineers to ensure that the establishment of a regional green infrastructure network will facilitate collaboration on common objectives.	Thank you for your comment.	No change required.
Destination BC	General	n/a	Our review of Metro 2050 has shown significant alignment with the goals and vision of the Metro Vancouver Destination Development Strategy (https://www.destinationbc.ca/content/uploads/2020/06/Metro-Vancouver-Destination-Development-Strategy_Final.pdf). Metro Vancouver Regional District staff had input into the development of this strategy, which is reflected within the strategic objectives and content within the strategy. We support and share your goals to further reconciliation with Indigenous communities, Peoples and First Nations, and concur with your desire to continue to grow cultural diversity to enrich the region and make it an attractive place for residents to live and visitors to enjoy. We applaud your recognition that the regional economy benefits from tourism along with other economic drivers and that the regional districts spectacular natural environment provides an opportunity for further recreational development. The region's major parks and outdoor recreation areas are a big draw for residents and visitors. Protecting, maintaining, and expanding these spaces, along with improving links to transit are important opportunities to address within the 2050 plan. We believe local governments have a pivotal role in tourism and in particular, destination development and destination management. Events and visitor experiences often require an array of local government services and support in areas such as road closures, additional policing, and permitting. Local governments are often at the forefront of managing the intersection of visitors and residents. Regional and local planning also provide strategic levers through re-zonings, bylaws, and other mechanisms to enable investment in tourism, destination development, and destination management.	Thank you for your supportive comment.	No changes required.
HUB Cycling	General	n/a	HUB Cycling is pleased to see this update to the goals and targets of Metro 2040. Land use planning is essential to determine future growth, the types of communities we build, and transportation options and patterns. HUB Cycling fully supports Metro 2050's goal to accommodate new growth through more compact and dense development.These complete communities should have housing, jobs and other amenities all within walking, cycling and rolling distance. A well-planned land development strategy is key to ensuring a variety of transportation options to limit congestion as the region grows.	Thank you for your supportive comments.	No changes required.

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HUB Cycling	General	n/a	Our vision for the future is a region designed for people, with compact communities that make walking, cycling, rolling and taking transit easy and convenient. People can move around in a variety of ways, and ever more travel is done by sustainable transportation. Cycling is comfortable, safe and accessible to everyone. Higher density and more compact developments means that jobs and amenities are near where people live, and everyone in the region is close to high-quality, comfortable and direct cycle routes suitable for people of all ages, abilities and socio-economic backgrounds. Longer distance, protected, intuitive cycling routes (cycle highways) connect major destinations with communities, allowing easy access to the region via cycling. Metro 2050's goals are key to achieving this vision. Land use planning and transportation are intertwined. We need to have compact, mixed-use communities to allow people to move around the egion by walking easily, biking, rolling and taking transit. With an estimated 35,000 people moving to Metro Vancouver every year, it's imperative to have a visionary plan like Metro 2050 to guide long-term land use planning. HUB Cycling is strongly supportive of the draft Metro 2050 plan. We are pleased to see such a well-rounded plan with visionary yet realistic goals. Metro 2050 includes key elements that are needed moving forward, including addressing social equity, reconciliation with Indigenous Peoples, and improving accessibility and mobility. HUB Cycling is strongly supportive of the five goals that form the basis of Metro 2050. HUB Cycling is pleased to support the draft Metro 2050 plan to build a resilient and equitable future, giving people multiple options in how they live, move and work, while working toward reconciliation and a stronger future together.	Thank you for your supportive comments.	No changes required.
HUB Cycling	General	n/a	HUB Cycling is strongly supportive of these guiding principles. It is important to plan for growth in the appropriate spots, build compact communities that encourage active transportation and transit, protect our agricultural and ecologically sensitive lands while providing ample choices for where people live, work and how they move around the region.	Thank you for your supportive comments.	No changes required.
SFU Renewable Cities	General	n/a	Revenue generation regimes for water, sewage, road and park infrastructure should, moreover, be sufficient to operate, maintain and replace the infrastructure. These rates should reflect infrastructure requirements and utilization at the neighbourhood scale.	This is outside the scope of Metro 2050.	No changes required.
SFU Renewable Cities	General	n/a	Metro Vancouver cannot meet its goals with the draft Metro 2050. Many strategies, in fact, take us further away from rather than towards these shared goals. Leadership Is necessary to steward major coarse corrections is necessary.	Thank you for your comment.	No changes required.

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West Coast Environmental Law	General	n/a	There are many good ideas for particular policies and measures for environmental protection in the draft document, but, overall, the document lacks both precision about the ecosystems it aims to protect, and a strategy to prioritize and track progress in implementation. It also does not clearly and consistently recognize that the region's interconnected ecosystems (freshwater, terrestrial and coastal) underpin all life and wellbeing in the region. Instead, the draft document looks at 'natural assets' and 'ecosystem services.' This promotes a fragmented and un-strategic approach to environmental health and closely related issues of community health and resilience. As an example of a more integrated approach, we include a graphic prepared to illustrate the relationships between economy, society and the 'biosphere' in the context of the United Nations Sustainable Development Goals: [A GRAPHIC WAS INSERTED HERE - PLEASE SEE THE ORIGINAL LETTER FOR THAT GRAPHIC; CITATION: Source: Folke, C., R. Biggs, A. V. Norström, B. Reyers, and J. Rockström. 2016. Social-ecological resilience and biosphere-based sustainability science. Ecology and Society 21(3):41. http://dx.doi.org/10.5751/ES-08748-210341]	Thank you for your comment. Aligning Metro 2050 with the UNSDG is outside of the scope of Metro 2050.	No changes required.
West Coast Environmental Law	General	n/a	Finally, we express concern about the characterization of extending the Urban Containment Boundary as a minor 'Type 3' amendment when it involves redesignation of Agricultural or Rural lands to Industrial in areas contiguous to the existing Urban Containment Boundary. This facilitates incremental and steady erosion of urban containment, loss of rural and agricultural land, and associated negative impacts from an environmental perspective.	The voting thresholds and amendment types/process was considered by the MVRD Board during the review process and no direction was given on adjustment, with the exception of eliminating the public hearing requirement for Type 2 amendments going forward.	No changes required.
Urban Development Institute	General	n/a	From our perspective, the most important policy approach in both *Metro 2050* and *Transport 2050* is the linking of land use planning and transportation infrastructure in our Region. As you know, UDI has long advocated for this, and it is clear from both documents and your presentations that it is a priority for Metro Vancouver and TransLink. As noted in Metro 2050, "*The regional growth strategy and regional transportation plan must support each plan's policy frameworks to be successful* ."	Thank you for your supportive comments.	No changes required.
Urban Development Institute	General	n/a	Linking land use and transportation will not only ensure that our investments in transit are fully leveraged and help Metro Vancouver achieve its affordable housing goals, it will also substantially reduce Greenhouse Gas (GHG) emissions. As noted in the recently released report, CleanBC: Roadmap to 2030, "… municipalities and regional districts have the capacity to influence about 50% of our GHG emissions through decisions on land use, transportation and infrastructure that affect where people live and work, how they get around, and how their communities grow and change with time." We are pleased that this is acknowledged in Metro 2050 on page 1.	Thank you for your supportive comment.	No change required.
SFU Renewable Cities	General	n/a	The draft Regional Growth Strategy has many laudable goals and strategies. Metro Vancouver's collaboration with TransLink on a coordinated RGS/RTP update is notably commendable and a testament to leadership by elected officials and staff that overcomes significant governance limitations.	Thank you for your supportive comments.	No changes required.
SFU Renewable Cities	General	n/a	There are, nevertheless, fundamental limitations to the goals, and strategies that call into question the Regional District's ability to solve the most urgent and pressing problems of any Metro Vancouver board in history, notably the imperative to steward meaningful action on climate change and affordability while protecting scarce taxpayer revenue and advancing regional prosperity.	Thank you for your comments.	No changes required.
Urban Development Institute	Goal 1	n/a	UDI is not opposed to avoiding new Major Trip-Generating uses being placed outside of Urban Centres and FTDAs. However, **we encourage Metro Vancouver and its member jurisdictions to be flexible in implementing the policy, and recommend that it not result in down-zonings.**	Thank you for your supportive comment. The fine details of zoning policy are the responsibility of member jurisdictions.	No change required.

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Abundant Housing Vancouver	I - Map 4	n/a	This is particularly apparent when one considers Map 4, which identifies “Urban Centres”. This map suggests Metro 2050 is a continuation of the status quo: increasing density in the densest areas, so that low-density, detached home neighbourhoods can be exempted from change and growth. This sort of approach entrenches current inequities. Growth cannot happen just by bulldozing older apartment buildings in order to build newer ones on top of them. The goal ought not be to “concentrate” development in the already densest neighbourhoods, such as the West End, but to allow growth to happen where it has previously been barred. A serious attempt to foster a “compact urban centre” would surely envision the entirety of the City of Vancouver as such.	The growth framework in Metro 2050 is supportive of growth outside of Urban Centres and FTDAs provided they are inside the Urban Containment Boundary and in locations with good employment access and frequent transit. In addition, member jurisdictions are strongly encouraged to identify new FTDAs to create new opportunities for multi-family housing and a mix of uses.	No change required.

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Musqueam Indian Band	A	n/a	While much of the language used around First Nations inclusion is good, there seems to be an emphasis on reserve lands which does not reflect the jurisdiction that Nations assert throughout their territory as reserve lands are just a tiny part of FN territories and interests. FNs regularly work with many different government bodies beyond the federal government, whereas in some parts of the plan (such as on page 13) it is made to seem like only the Federal government interacts with Nations other than Treaty Nations. In reality, Musqueam has agreements and works in partnership with all levels of government, and has land holdings on non-reserve lands (such as the Jericho lands and Willingdon lands) which are subject to the kind of land use planning that this 2050 plan is involved in. While all of this may be complicated to discuss, it is important to Msuqueam that these nuances are acknowledged and incorporated into language used for the Plan.	A revision to the "Working Together with First Nations" section will be made to reflect other First Nation land holdings as they relate to regional planning.	Revise "Working Together with First Nations" to include a sentence that reads "In addition, many First Nations have interests in land and land holdings off reserve, which are subject to the regional growth strategy."
Tsleil-Waututh Nation	A	Working Together with First Nations	TWN is encouraged to see that Metro Vancouver acknowledges fostering relationships with First Nations and other Indigenous groups as important for the regional district and its member jurisdictions. TWN hopes to see language built into policy and regulation that identifies the need to meaningfully consult and accommodate with First Nations.	Thank you for the supportive comment.	No changes required.
Tsleil-Waututh Nation	B	Indigenous Context: A Rich History and Vibrant Modern Presence	Please include that Indigenous communities continue to thrive in the shared territory and aim to enhance the current environmental stewardship measures. Since time out of mind, the Indigenous rights holders of the region have responsibly stewarded and maintained their collective territories.	Staff support this requested addition	Add to Indigenous context section: "Indigenous communities continue to thrive in the region and aim to enhance current environmental stewardship measures. For thousands of years, Indigenous peoples of the region have responsibly stewarded and maintained their traditional territories. "

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Tsleil-Waututh Nation	B	Indigenous Context: A Rich History and Vibrant Modern Presence	TWN requests the RGS incorporate Indigenous science and values, particularly in regards to protecting the environment and preparing for climate change.	Staff support this requested addition	Add to the "Protecting the Environment" paragraph the following sentence: "In addition, Indigenous knowledge can inform and complement approaches to environmental protection." Add to the "Preparing for Climate Change" paragraph the following sentence "Indigenous knowledge can inform and complement resiliency strategies."
Tsleil-Waututh Nation	C	Metro 2050 Vision	Please include fostering Indigenous relationships and incorporating Indigenous values and knowledge. TWN request the RGS consider a more holistic approach to developing this strategy. The goals identified should consider the past, present, and future impacts and implications and go beyond the scope of the regional district's mandate.	Support adding language to the "Reconciliation with Indigenous Peoples" section on page 7 to speak to the importance of fostering Indigenous relationships and incorporating Indigenous values and knowledge.	Add to the "Reconciliation with Indigenous Peoples" section on page 7: "Fostering stronger relationships with First Nations also offers the opportunity for all members to learn more about Indigenous knowledge systems and Indigenous values, which can inform and complement regional planning policy and practice."
Tsleil-Waututh Nation	D	Growth Projections	TWN is interested to learn more about the projected growth of the various sub-regions identified in Figure 3. What are the implications on the existing infrastructure? (E.g. Water and waste services). How is Metro Vancouver planning to accommodate growth while maintaining development in the existing areas that already have infrastructure? TWN requests the regional district consider the cumulative effects that the future infrastructure upgrades will have on each other in the region.	Thank you for your comment. Metro Vancouver will reach out to discuss this further.	No changes required.
Tsleil-Waututh Nation	D	Growth Projections	TWN agrees that development should be aimed to be within Urban Containment Boundaries. TWN supports building more efficiently, rather than building more.	Thank you for the supportive comment.	No changes required.
Tsleil-Waututh Nation	D	Land Use Designations	TWN recommends including language which identifies the need to protect Indigenous cultural sites and resources.	Thank you for your comment. Metro Vancouver and its member jurisdictions are subject to provincial legislation regarding the protection of Indigenous cultural sites and resources.	No changes required.

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Tsleil-Waututh Nation	E - Goal 1	1.1.3	Include collaboration with First Nations to incorporate Indigenous science and holistic understanding of our region's water quality conditions and goals. Please consult and include the *Burrard Inlet Water Quality Objectives* (https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-quality/water-quality-objectives/south-coast-region-water-quality-objectives/burrard-inlet-water-quality-objectives) and the *Burrard Inlet Action Plan* (https://twnsacredtrust.ca/burrard-inlet-action-plan/).	Your comment has been forwarded to the Metro Vancouver Water Services and Liquid Waste Services divisions for consideration.	No changes required.
Tsleil-Waututh Nation	E - Goal 1	1.1.5	Include protection of cultural sites and resources before approving new utilities.	Thank you for your comment. Metro Vancouver and its member jurisdictions are subject to provincial legislation regarding the protection of Indigenous cultural sites and resources.	No change required.
Tsleil-Waututh Nation	E - Goal 1	1.1.9 d)	Include consulting with First Nations land use planning policies.	Thank you for your comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 1	1.2.18	Include First Nations in consultation regarding planning of new or expanded major transit capital investments.	Support the inclusion of First Nations in the list of stakeholders to be engaged in the planning of major transit investments.	Add "First Nations" after "TransLink"
Tsleil-Waututh Nation	E - Goal 1	1.2.21	With First Nations, advocate to the Federal Government to support coordination of growth, land use, and transportation planning at the regional scale.	Thank you for your comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 1	1.2.22	Advocate to the Federal Government that the Vancouver Port Authority and the airport operators consider cumulative effects when implementing measures to mitigate traffic, noise, air pollution, vibration, and water quality.	Support adding a consideration of cumulative effects to this advocacy action.	Add after the word "impacts" the following ", including cumulative effects,".
Tsleil-Waututh Nation	E - Goal 1	1.2.24	First Nations growth must be considered in this planned growth analysis.	Growth trends in First Nations communities have been considered as part of the Population Growth Projections. Metro Vancouver welcomes opportunities to further coordinate and share information with local First Nations on population growth projections.	No changes required.

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Tsleil-Waututh Nation	E - Goal 1	1.2.24	Provide equal opportunity to local First Nations to incorporate cultural recognition to urban centers.	Support the addition of Indigenous cultural recognition in Urban Centres and FTDAs, but suggest that it is more appropriate in Strategy 1.3.	Add to 1.3.7 a new subsection that reads "consider where appropriate, opportunities to incorporate recognition of Indigenous and other cultures into the planning of Urban Centres, FTDAs, and other local centres."
Tsleil-Waututh Nation	E - Goal 1	1.2.24	TWN shares the goal of implementing green infrastructure wherever possible.	Thank you for your supportive comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 1	1.3.2	Incorporate Indigenous science and values along with the advice, assistance, research and data the regional district plans to provide member jurisdictions.	Thank you for your comment. First Nations have been added to policy action # 1.3.3. to be included in the sharing of best practices, research, data, and tools to advance land use policy.	Add to 1.3.3 "First Nations" to list of organizations.
Tsleil-Waututh Nation	E - Goal 1	1.4.3	Include protection of Indigenous cultural sites and resources.	Thank you for your comment. Metro Vancouver and its member jurisdictions are subject to provincial legislation regarding the protection of Indigenous cultural sites and resources.	No change required.
Tsleil-Waututh Nation	E - Goal 2	2.1.1	Include the consideration of sustainability, environmental protection, and Indigenous rights to lands.	Thank you for your comment. Sustainability, environmental protection, and Indigenous relations are key considerations in utility infrastructure planning.	No change required.
Tsleil-Waututh Nation	E - Goal 2	2.1.7	TWN encourages the regional district to advocate the Port of Vancouver utilizes existing industrial land, rather than creating new port industrial land to accommodate a sustainable economy.	Metro Vancouver has long advocated for collaboration among stakeholders in the region, and both Metro 2040 and Metro 2050 includes policies to protect industrial lands and encourage industrial densification and intensification, where possible.	No changes required.
Tsleil-Waututh Nation	E - Goal 2	2.2.7	TWN encourages the regional district to require sustainable development technology is incorporated into built form for urban centers, transit hubs, industrial and employment lands.	Metro 2050 is supportive of sustainable development technologies and practices.	No change required.

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Tsleil-Waututh Nation	E - Goal 2	2.3.12	TWN recommends the local food systems and programs consider protection of the local habitat and ecosystems, particularly water quality.	Metro Vancouver supports advocating for a local food system that not only serves the needs of its residents, but also contributes to a healthy and thriving ecosystem. The Regional Food Security Strategy and the Climate 2050 draft Agricultural Roadmap both recognize the direct connection between food systems and healthy ecosystems. Your comments provided here will help inform the actions and strategic directions in the Agricultural Roadmap.	No changes required.
Tsleil-Waututh Nation	E - Goal 2	n/a	TWN requests the regional district to include language that encourage member jurisdictions to inform local First Nations of economic opportunities. Early notification of and collaboration of these economic opportunities help First Nations coordinate and build capacity, which aids in nations' efforts towards self determination. Further, TWN has maintained working partnerships with various agencies who may have interest in economic development opportunities.	Metro Vancouver has a new service, Invest Vancouver, specifically purposed to address economic and employment matters in the region.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.4	TWN requests language is revised to read "climate change is already impacting Metro Vancouver through warmer temperatures, decreased snowpack, …" in Strategy 3.4.	Support the suggested edit to more clearly identify that climate change is already impacting Metro Vancouver.	Make this edit to the first sentence on p.64: from "Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring" to: "Climate change is expected to continue to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring. "

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Tsleil-Waututh Nation	E - Goal 3	3.1.1 a)	TWN is working on the Burrard Inlet Water Quality Objectives and regional water quality thresholds, including mapping sewer outfalls; this work extensively assesses contaminants of concern. TWN would be open to further discussing this shared objective with Metro Vancouver.	Thank you for your comment. Metro Vancouver's Liquid Waste Services Department tracks water quality in the Burrard Inlet.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.3	TWN is pleased to see "no net loss" in this policy, however, no net loss typically results in a loss. For example, Burrard Inlet and Indian Arm are already at a loss. TWN requests Metro Vancouver necessitate a policy of "net-gain", rather than a policy of "no net loss".	Thank you for your suggestion.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.6	TWN requests further documentation of Metro Vancouver's mitigation, restoration and no net loss policies.	Thank you for your comment. Metro Vancouver does not have a formal no net loss policy to share at this time. However, please see Metro Vancouver's Ecological Health Framework and the 2019 Progress Report that outline the organization's commitment to advancing ecological health.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.7	TWN is working actively towards co-management agreements on its territories. TWN looks forward to discussing lands to co-manage with Metro Vancouver.	Thank you for your comment. Metro Vancouver manages lands through its Regional Parks, Liquid Waste Services, Water Services, and Metro Vancouver Housing functions.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.8 b)	TWN requires consultation throughout all stages of a given project (such as future natural resource extraction projects) within the territory.	Thank you for your comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.9 a)	Environmental conditions are contiguous and not constrained by mapped boundaries. TWN requests efforts are made to develop cohesive planning across jurisdictions that allows for ecological connectivity and enhanced urban spaces outside of/in addition to the designated conservation areas.	Thank you for your comment. Note actions under Strategy 3.2 to protect, enhance, restore and connect ecosystems within and outside of designated conservation areas to improve ecological connectivity. For example, Actions 3.2.3 c) and d) to work collaboratively on a regional green infrastructure network.	No changes required.

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Tsleil-Waututh Nation	E - Goal 3	3.1.9 b)	TWN recommends rather than limiting policy to protection and conservation lands to expansion, Metro Vancouver should identify priority areas for restoration and enhance permitting to require offsetting work for net-gain.	Thank you for your comment. Metro Vancouver will continue to work with First Nations, member jurisdictions, and others to identify a regional green infrastructure network (Actions 3.2.3 c) and d). That process will include identifying additional areas for protection, enhancement, and restoration to improve ecological connectivity.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.9 b)	TWN recommends the following considerations are included in the 3.1.9 b) list: Pollinators, Food security, Native plants, Stormwater absorption, Mitigating urban heat islands.	Thank you for your comment. The list noted under 3.1.9b) provides guidance for member jurisdictions to identify the lands with a Conservation and Recreation Regional Land Use Designation (shown on Map 9). Actions 3.2.2b) and 3.2.7c)i) seeks to ensure 'ecosystem services' are considered in decision-making and land management practices (See Figure 4 Ecosystem Services).	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.1.9 b) viii)	Please include archaeology and the preservation of cultural heritage sites in the list under 3.1.9 b) viii).	Action 3.2.3 commits Metro Vancouver to "Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to protect, enhance, and restore ecosystems as identified on Map 11 or more detailed local ecological and cultural datasets." Metro Vancouver would welcome additional information about archeological and cultural sites (e.g. coordinates, maps, datasets, etc.) as they are made available.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.2.4 a)	TWN requests section 3.2.4 include language such as "prioritize Indigenous stewardship and find co-management opportunities", "align with Indigenous land use planning", "support Indigenous research", "implement UNDRIP", or "require proponents to secure Indigenous archaeological and environmental permits".	Support adding a new subsection to 3.2.4 to “seek other Indigenous stewardship, research, and co-management opportunities.”	adding a new subsection to 3.2.4 to “seek other Indigenous stewardship, research, and co-management opportunities.”

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Tsleil-Waututh Nation	E - Goal 3	3.2.4 b)	Please also include "co-management" and "protect cultural sites" to 3.2.4 b).	Metro Vancouver looks forward to learning more about these issues and opportunities.	No change required.
Tsleil-Waututh Nation	E - Goal 3	3.2.7 b) ii)	Land acquisition should include opportunities for collaboration with First Nations.	Thank you for your comment. The actions in 3.2.7 are for member jurisdictions, Metro Vancouver will share your comments for their consideration.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.2.7 b) iii)	TWN requests further information and definition of "low impact development".	Thank you for your comment. Note that in the Metro 2050 Glossary (page 102), low impact development has been defined as "Development that works with nature to: manage stormwater quantity and quality by preserving trees and other natural features where possible; support ecosystem connectivity; minimizes impervious surfaces; and create dispersed multi-functional landscapes that minimize pollutant runoff, the need for stormwater infrastructure, and extreme flooding and heat events".	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.2.7 b) iv)	TWN requests section 3.2.7 b) iv) integrate existing development recommendations, including soft shores/green shores guidelines and First Nations environmental permitting.	Thank you for your comment. These actions are for member jurisdictions. Metro Vancouver will share your comments for their consideration.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.2.7 c) i)	Please revise policy language to be stronger, TWN recommends "support" is revised to "require". Further TWN requests language is included to consider cumulative effects and establish structures and permitting that place the 'cost' of ecological loss on the developer.	Thank you for your comment. These actions are for member jurisdictions. Metro Vancouver will share your comments for their consideration. Many member jurisdictions have recently completed or are in the process of conducting natural asset inventories and starting to consider ecosystem services in their decisions. We expect more will be initiating this kind of work soon.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	3.2.7 c) i)	Please include native species in the list of various tools identified in 3.2.7 c) ii).	Thank you for your comment. These actions are for member jurisdictions. Metro Vancouver will share your comments for their consideration.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Tsleil-Waututh Nation	E - Goal 3	3.3.2 c)	TWN requests "upstream" costs of energy is incorporated in local government actions to reduce energy consumption (I.e. costs of energy must be holistic, not simply displace the cost to a different area.).	Please note that the incorporation of upstream energy costs could be considered in the future as part of the best practices/guidelines referenced in action 3.3.2 c). This comment has also been forwarded to Metro Vancouver's Air Quality and Climate Change division for consideration in the Climate 2050 Energy Roadmap. Kindly also refer to Big Idea 4 in the Climate 2050 Energy Discussion Paper, which references limiting the expansion of fossil fuel supply infrastructure.	No change required.
Tsleil-Waututh Nation	E - Goal 3	3.3.7 b) i)	TWN recommends beneficial re-use is considered for demolition.	Support the suggestion to specifically reference re-use related to green demolition requirements.	Please change the text in 3.3.7 b) i) to: "existing building retrofits and construction of new buildings to meet energy and greenhouse gas performance guidelines or standards (e.g. BC Energy Step Code, passive design), the electrification of building heating systems, green demolition (including salvage and re-use) requirements, embodied emissions policies, zero-carbon district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and zero emission vehicle charging infrastructure".
Tsleil-Waututh Nation	E - Goal 3	3.4 Table 5	TWN recommends an additional column of proposed mitigations is added to Table 5. For example: Natural Hazards: Tsunamis Related Climate Change Impacts: Sea level rise Proposed mitigations: Enhance kelp, Eelgrass beds, Shoreline softening	Metro Vancouver recognizes the importance of nature based solutions in foreshore ecosystems (kindly refer to action 3.2.6 b) in addition to the proposed mitigations suggested. Note that these solutions are within scope of Metro Vancouver's *Climate 2050* Nature and Ecosystems Roadmap (forthcoming) - kindly refer to Table 1 in the *Climate 2050* Nature and Ecosystems Discussion Paper.	No change required.

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Tsleil-Waututh Nation	E - Goal 3	3.4 Table 5	Please include atmospheric pressure/hydrostatic pressure as related climate change impacts to earthquakes.	Note that the climate change impacts referenced in Table 5 do not represent an exhaustive list, rather the table highlights some of the major impacts studied in Metro Vancouver's Climate Change Projections research and/or impacts that have direct implications for land use and transportation planning. Staff would be interested in learning more about the implications of atmospheric pressure/ hydrostatic pressure in relation to seismic risks in future discussions with Tsleil-Waututh Nation.	No change required.
Tsleil-Waututh Nation	E - Goal 3	3.4 Table 5	Please include spring freshet on the Fraser River as a related climate change impact to floods.	Note that a freshet would be considered a riverine flood, which is included in Table 5. Freshets would be influenced by the changing climate conditions noted in Table 5 (more precipitation, sea level rise, decrease in snowpack).	No change required.
Tsleil-Waututh Nation	E - Goal 3	3.4 Table 5	Please include ocean acidification to related climate change impacts erosion.	Note that the climate change impacts referenced in Table 5 do not represent an exhaustive list, rather the table highlights some of the major impacts studied in Metro Vancouver's Climate Change Projections research and/or impacts that have direct implications for land use and transportation planning. Note that ocean acidification is within scope of Metro Vancouver's Climate 2050 Nature and Ecosystems Roadmap (forthcoming) - kindly refer to Table 1 in the Climate 2050 Nature and Ecosystems Discussion Paper.	No change required.
Tsleil-Waututh Nation	E - Goal 3	3.4 Table 5	Please include heat islands/terrestrial temperature differentials and warming ocean temperatures to related climate change impacts to Windstorms and other extreme weather events.	Note that warmer temperatures and extreme heat events are included in Table 5. Note that ocean acidification is within scope of Metro Vancouver's *Climate 2050* Nature and Ecosystems Roadmap (forthcoming) - kindly refer to Table 1 in the Climate 2050 Nature and Ecosystems Discussion Paper.	No change required.

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Tsleil-Waututh Nation	E - Goal 3	Intro	TWN requests language is strengthened in the third paragraph that reads "Climate change is expected to continue" to "Climate change is already causing hazardous conditions and will continue".	Note that the current wording implies that climate change is already causing impacts, and will continue to do so.	No change required.
Tsleil-Waututh Nation	E - Goal 3	Intro	TWN requests language is strengthened in the third paragraph that reads "natural hazards will be worsened by a changing climate" to "natural hazards are already being heavily impacted by climate change". TWN notes that the "the region's natural hazards" glosses over the fact that the hazards are due to anthropogenic factors.	Support the requested edit to note that climate change is already influencing natural hazards.	Please make this edit in the third paragraph on p.53 to: "An additional strategy aims to improve resilience to these climate change impacts, as well as natural hazards. Many of the region's natural hazards are, and will continue to be, worsened by a changing climate.
Tsleil-Waututh Nation	E - Goal 3	Intro	TWN requests language in strategies 3.3 and 3.4 is revised from "Encourage" to incentivize, prioritize, or require (as a permitting condition), to strengthen policy and accountability.	Note that "encourage" is the preferred term since many actions in Strategy 3.3 and 3.4 are collaborative, and/or Metro Vancouver may not have the legislative authority to require certain actions.	No change required.
Tsleil-Waututh Nation	E - Goal 3	Intro	TWN requests that Metro Vancouver considers adding to this section to better reflect First Nations intrinsic value and respect for the land and place. TWN notes that our stewardship obligation to the territory flows from traditional laws and fundamentally different relationships with territory and place that is not articulated here.	Thank you for your comment. The Goal 3 preamble will be revised to better reflect Indigenous values.	Update the Goal 3 preamble to include an acknowledgement of Indigenous relationship with land, Indigenous knowledge, and indigenous values. Add a new 3rd paragraph that reads "For thousands of years Indigenous people have lived on and stewarded their respective and shared territories developing deep and special relationships with the land and waters. Indigenous knowledge systems that have been developed over many years have the potential to inform and complement regional planning policy and practice."

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Tsleil-Waututh Nation	E - Goal 3	Intro	TWN notes that growth models (such as the RGS) are rooted in the status quo, and insufficient to address ecosystems in recovery such as Burrard Inlet and Indian Arm. Further growth must be articulated in a context that considers cumulative effects using a pre-contact ecological baseline to go beyond the status quo.	Thank you for your comment. Metro Vancouver would like to learn more from TWN and other First Nations about how to assess cumulative effects using a pre-contact ecological baseline.	No changes required.
Tsleil-Waututh Nation	E - Goal 3	photo caption	Please change the caption in the photo on page 57. Change from "Belcarra" to "təmtəmíxʷtən/Tum-Tumay Whueton" (Belcarra).	Agreed - Name of Regional Park has been officially changed to "təmtəmíxʷtən/Belcarra Regional Park" since the draft was finalized in June.	Update caption to official name "təmtəmíxʷtən/Belcarra Regional Park" and also include the phonetic spelling "Tum-Tumay Whueton", as requested by TWN, for the purposes of Metro 2050 to help readers pronounce the new park name.
Tsleil-Waututh Nation	E - Goal 4	4.1.7	Include language that requires member jurisdictions to work collaboratively with First Nations in developing housing plans, policies, and development decisions.	Thank you for your comment. Metro Vancouver is committed to continue to build and strengthen relationships with Indigenous communities.	No changes required.
Tsleil-Waututh Nation	E - Goal 4	4.1.8	TWN requests language is included to encourage flexible housing options for those in different life stages and address the housing needs of multi-generational families.	Note that policies 4.1.8 b) and 4.1.8 c)i.-ii. emphasize the importance of housing diversity to meet a variety of needs along the housing continuum, as well as family-friendly and age-friendly housing.	No changes required.
Tsleil-Waututh Nation	E - Goal 4	4.2.7	TWN is in agreement about rental supply increase and measures to protect tenants. TWN expects that rental supply needs will be assessed using a local context that includes local First Nations housing needs assessments.	Thank you for your supportive comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 5	5.2	TWN is in agreement about clear actions to reduce or minimize GHG emissions where possible in transportation initiatives.	Thank you for your supportive comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 5	5.2	TWN requests to increase user experience at bus stops by including shelters, benches, and opportunity for cultural recognition - including Indigenous art.	This comment has been forwarded to TransLink for consideration in Transport 2050 or other regional transportation plans, as appropriate.	No changes required.

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Tsleil-Waututh Nation	E - Goal 5	5.1.1	Include language that requires member jurisdictions to partner with local First Nations communities to identify transportation improvements.	Coordinating transportation improvements between member jurisdictions and local First Nations is addressed in policies 1.2.24 (f), 5.1.12, and 5.1.15 (j).	No changes required.
Tsleil-Waututh Nation	E - Goal 5	5.1.12	TWN requests that member jurisdictions and the regional authority are mindful of registered and unregistered archaeological sites when considering development of a transit corridor and the supporting infrastructures. TWN understands that the province has legislation to hold municipalities accountable for these assessments; however, TWN requests that this consideration is made very early on in the process to provide time to reconsider design and feasibility.	Thank you for your comment.	No changes required.
Tsleil-Waututh Nation	E - Goal 5	Intro	TWN requests this section identify ways for the Provincial and Federal Government to incorporate financial incentives that encourage micro/active transportation options, and identify ways to use existing major/regional road net works to increase efficient transportation of goods in services while avoiding creating new road space.	Policy 5.1.10 advocates to the Federal government and Province for increased funding for active transportation. The management of municipal infrastructure in support of active transportation is addressed in 5.1.14 (c), and the efficient use of roadway space for goods movement (as an alternative to roadway expansion) is addressed in 5.2.4 (a) and (d).	No changes required.
Tsleil-Waututh Nation	F - Implement.	6.5	TWN requests Metro Vancouver establish implementation strategies that specify the need for the various levels of government to work with First Nations to in implementing the RGS policy directions.	Agree, note that strategy 6.5 notes that Metro Vancouver will work with First Nations to facilitate the compatibility of the regional growth strategy and First Nations' planning and development initiatives.	No changes required.
Musqueam Indian Band	G - Performance Monitoring	n/a	There does not appear to be any performance monitoring indicators that include First Nations in the Plan. The ability to include measurable objectives such as improving relationships with First Nations, increasing cultural continuity opportunities, and incorporating improved access to traditional lands and resources are potential indicators that would demonstrate a strong commitment to meaningful reconciliation.	Do not support adding the suggested performance measures to Metro 2050 because it is not clear how these indicators could be measured in a consistent and defensible way. However, through the Implementation Guideline development process, additional measures could be discussed and ideas are welcome.	No changes required.

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Tsleil-Waututh Nation	G - Performance Monitoring	n/a	TWN requests the Performance Monitoring section include performance measures that involve First Nations.	Do not support revising the performance measures at this time as it is unclear what additional measures are being requested. However, through the Implementation Guideline development process, additional measures could be discussed and ideas are welcome.	No changes required.
Musqueam Indian Band	General	n/a	At the meeting, my question about “adjacent member jurisdictions” was clarified to not include non-Treaty Nations. While this is understandable in an official legal sense, it is concerning that FN knowledge and input may not be considered in some situations because of their status under the Indian Act. Musqueam seeks clarity that the Nation’s jurisdiction and interests will be considered whenever possible, absent of having status as a “member jurisdiction” as defined in the Plan.	Thank you for your comment. Member jurisdictions are members of Metro Vancouver services and Boards. Metro 2050 contains a number of policy actions seeking to better integrate local First Nation plans, policies, knowledge and values whenever possible.	No changes required.
Tsleil-Waututh Nation	General	n/a	TWN recommends including a fourth mission which demonstrates the recognition of Indigenous values and knowledge as essential to carrying out three broad roles identified. Suggested language could be: Mission #4: Strengthen relationships with Indigenous communities and incorporate Indigenous values and science while carrying out the broad goals identified.	Thank you for your comment. Metro Vancouver is committed to continue to build and strengthen relationships with Indigenous communities.	No changes required.
Kwikwetlem First Nation	General	n/a	How do you get a failure rate way below 60% without failing completely? This is how: By not reinventing the wheel. By presenting current best practices to our decision makers, we do not have to accept concessions from interest groups that are not in the community’s interest. Documents like Metro 2050 do not have to appeal to the lowest common denominator, they do not have to be watered down. What struck me most by while attending the Metro 2050 meetings is the almost total absence of reference to best practices. It’s as if none of the planners attend international conferences or follow academic literature. This is not good. The ignorant and their charges (the leaders and citizens of BC) are often victimized by those that know more.	A best practices review was a component of most of the Metro 2040 Policy Reviews which were completed in "Phase 1" of Metro 2050 (2019-2020). The Policy Review recommendations informed the new and enhanced policies advanced in Metro 2050.	No changes required.

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Kwikwetlem First Nation	General	n/a	By having agendas. Very few political leaders are knowledgeable about their portfolios when they on-board: they depend upon planners and other public servants for what they think. The world is not run by power, but by competence. If you are truly competent you have a vision for your life, for taking what you know – and believe - and manifesting it in the world. This is the support (agenda) political leaders (who largely have no vision) need to support effective planning. We – as subject experts – need to sell our agenda; for the benefit of all; not capitulate to interest groups (unless of course they are advocating for a best practice).	Local elected officials have had numerous opportunities to engage in the Metro 2050 process over two and a half years including through the Regional Planning Committee and Metro Vancouver Board, multiple presentations to Councils and Boards, Council-of-Council presentations, Metro 2050 Dialogue Series, participation in webinars, review of Policy Review Recommendations, and finally through their staff's review of the draft of Metro 2050.	No change required.
Kwikwetlem First Nation	General	n/a	By effective messaging. Our messaging should be of the form: here is the spectrum of options and predicted outcomes, these interest groups want x, y & z options; a survey of world best practices recommends this option. And then with diplomacy we say to our leaders: do you want to be a leader or follower? Do you want to build the best possible world for your children, or do you want to fail? We have to say this at least five times to the same audience to get even minor traction. Embracing rejection while trumpeting truth is what we signed up for.	Thank you for your suggestion.	No change required.
Kwikwetlem First Nation	General	n/a	My recommendation: And perhaps you are doing this already, or don't have the time, but the lower mainland planners should have a monthly meeting to determine a group message, or series of messages that reflects the world's best practices and then sing in concert to our elected representatives. This is the true work not only of competent public servants, but of responsible citizens.	Thank you for your comment. The Regional Planning Advisory Committee and the Metro 2050 Intergovernmental Advisory Committee are two existing examples of monthly meetings for Planning Directors from around the region. Metro Vancouver is interested in exploring how to continue to engage planners from local First Nations in an ongoing way and welcome your suggestions.	No change required

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Hey Neighbour Collective	B	Challenges	PAGE 8: 'CHANGING GENERATIONAL PREFERENCES AND BEHAVIOURS' We would strongly urge changing the header of this particular section. Lower home ownership rates should not be implied to be a 'generational preference' – it is a FORCED change of behaviour due to a lack of suitable, affordable ownership options paired with low wages compared to many other Canadian and US regions. More accurately, it is a generational inequity. Likewise, older age of household formation and smaller family sizes can also be due to affordability factors as opposed to 'preference.'	Changing the term "preferences" to "trends" is a good idea as it reflects the fact that many of the choices made by younger generations are shaped by affordability factors beyond their control.	Replace the word "Preferences" with "Trends" in the "Changing Generational…" section heading.
Hey Neighbour Collective	C	Guiding Principles	PAGE 9: GUIDING REGIONAL PLANNING PRINCIPLES 1. Put growth in the right places; Though this very high-level principle, which informs the entirety of the strategy, is pragmatic from the point of view of transit-oriented growth and urban containment, it also implies that there are clearly 'wrong' places for growth. By and large, the areas designated for higher density housing (the only way to build affordable housing) are still along or very near arterials. This strategy does not STRONGLY question whether – by 2050 – we should be envisioning a region that is much denser throughout ALL sorts of residential neighbourhoods, not just those in or near urban centres, regional/town centres and Frequent Transit Development Areas. 'Missing middle' or gentle density is quietly mentioned on page 72, 4.1.8 c) iv) "increased density and supply of diverse ground-oriented and infill housing forms in low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments, particularly in proximity to transit." It is also mentioned on page 31, 1.2.24 c) iii) "encourage infill and intensification (e.g. row houses, townhouses, mid-rise apartments, laneway houses) within walking distance of the Frequent Transit Network, as appropriate…' The much higher-billing 'growth in the right places' principle, and the 'particularly in proximity to transit' and 'as appropriate' statements above could be used by some member municipalities to 'protect' low-density neighbourhoods from change and even very gentle densification. In a region with a strong urban growth boundary, this will, over time, create land scarcity and entrench the exclusivity of some single-family home neighbourhoods. In comparison, we are seeing broad brush rezoning in places like Oregon State and New Zealand (5 major cities) that allows for more inclusive types of gentle infill housing forms.	Support adding clarification to the General Urban LUD definition on page 13 stating that outside of Urban Centres and FTDAs infill development in central locations is supported but only where those locations are within walking distance to frequent transit, resilient to hazards, and have strong employment access.	Add a sentence to the definition of "General Urban" that reads "In central locations in the region, outside of Urban Centres and FTDAs, multi-family and mixed-use infill development is aligned with the tenets of Metro 2050, but the principles of walkability, proximity to frequent transit and employment, and resilience to hazards remain critical components of growth management"

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Hey Neighbour Collective	C	Vision	EQUITY LANGUAGE Though there is much stronger wording around equity in Metro 2050 (the word was not used once throughout Metro 2040) the word still doesn't make it into any of the formal goal, principle or strategy statements. It would be much stronger, for instance, if the first sentence of the Metro 2050 Vision (page 9) read: "Metro Vancouver is a region of diverse, EQUITABLE and complete communities connected by sustainable transportation…. [Diverse does NOT equal equitable, complete does NOT equal equitable.]" Or if, on the same page in the Guiding Regional Planning Principles, #3 read 'Develop complete and EQUITABLE communities'. Pulling the goal of equity higher up into key statements gives it more weight and creates stronger accountability to pursue it as an outcome.	Adding the term "equitable" to the Metro 2050 Vision is a good idea and this change will be made. "equitable" will not be added to the Guiding Principles as it confuses the key point about "complete communities" being about providing a range of services and amenities.	Add "equitable" to first sentence of Metro 2050 Vision.
Resident - Richard Papiernik	D	n/a	Next on the structural constraints complaint list is the dual problems of a housing crisis, fuelled by population growth.... The Immigration, Refugees and Citizen Canada Department Plan 2021-2022, reported the actual total number of permanent residents for 2017 at 286,489, for 2018 at 321,2022, and for 2019 at 341,180. The 2021-22 Projected Target is from 300,000 to 410,000, which is Canada wide... Question. Based on the one million population increase, with 40% from immigration, what role does Metro Vancouver have with 400,000 new immigrants projected for the Lower Mainland? Answer: None! Because there is a housing affordability crisis, which including a rental crisis, continuing with business as usual is like pouring gasoline onto a fire. Furthermore, with BC in a state of emergency due to the Covid 19 pandemic, climate change, record breaking summer forest fires and heat domes, and recently extreme weather with record breaking heavy rains resulting in flooding, landslides, road closures, and supply change disruptions now with gas rationing, we need to recognize that we are at a breaking point. Put another way, the structural constraint is having the federal government setting immigration levels, but it is the local government where the rubber hits the road and we are unable with available infrastructure to absorb an endless stream of new immigration. By reducing housing demand, this would lower housing prices. Therefore the policy objective is to temporarily suspend immigration into Metro Vancouver. How?	Thank you for your comment.	No change required

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			According to Immigration, Refugees and Citizenship Canada, under the Canada–Quebec Accord of 1991, Quebec has sole responsibility for selecting most immigrants destined to the province. However, once immigrants are granted permanent residency or citizenship they are free to move between and reside in any provinces under Section 6 of the Canadian Charter of Rights and Freedoms. Similarly, BC had an immigration agreement with Canada in 2010, with a 5 year term (See Section 10.8.2,). It appears that this agreement was not renewed, but this needs to be fact checked. The policy action required is to advocate to the BC provincial government to re-negotiate a new immigration agreement, but with a significant regional government role, meaning the influence to put the brakes on population growth. Ideally, if and when an affordable housing availability is normalized, then we can restore the previous immigration protocol, but decentralized. The ugly alternative is welcoming new immigrants into homelessness... This policy initiative should be added to the proposed intergovernmental working group with subsequent consultations with the LMLGA, the FCM and UBCM.		
Resident	D	n/a	I think the plan should also look at rethinking the way we use zoning. I feel currently our cities are overreliant on zoning regulations that focus way too much on specifics. I would prefer our zoning regulations to be more similar to those found in Europe or Asia, where there are no designated "residential" or "commercial" zones but rather focuses on keeping industrial and other special zones separate from the standard "mixed" zone.	The General Urban regional land use designation allows member jurisdictions to exercise maximum flexibility and mix a variety of compatible land uses. Municipal zoning practices are outside the jurisdiction of a regional growth strategy and entirely within the purview of the member jurisdictions.	No changes required.
Resident	D	n/a	I also strongly reject that Vancouver must house another 1m people by 2050? Why? Why can't we just target reasonable growth, or a steady state?	The biggest driver of population growth in Metro Vancouver is immigration, which is beyond the control of a regional district. The legislated purpose of a regional growth strategy is to project and manage anticipated population growth in a way that reflects the federation's values. Metro 2050 includes population projections based on best practices in population modelling and policies to help the region manage that growth in a way that supports our shared values, it does not 'encourage' growth.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	D	n/a	No more growth. Metro vancouver has passed its limitation and is at overcapacity. No more growth. It is time to maintain what we have.	The biggest driver of population growth in Metro Vancouver is immigration, which is beyond the control of a regional district. The legislated purpose of a regional growth strategy is to project and manage anticipated population growth in a way that reflects the federation's values. Metro 2050 includes population projections based on best practices in population modelling and policies to help the region manage that growth in a way that supports our shared values, it does not 'encourage' growth.	No changes required.
Resident	D	n/a	The region cannot be "resilient" if economic growth and population growth continue, both of which undermine natural systems. The very idea of a "growth strategy" purporting to support an "environmentally healthy" region is perverse. We need a regional shrinking strategy, one that will help us to manage land and resources for the people already living here. We do not know exactly how a warming climate and collapsing biodiversity will affect the region but we can be sure that these changes will reduce, not increase, carrying capacity. A larger population will only make it harder to cope with the changes that lie ahead. Metro Vancouver should not be growing. There are no "right places" for future growth. I would like to think that my son and his family could live in a region with affordable housing, clean water, abundant parkland, convenient transit, local food production-- in other words, the Vancouver of 50 years ago. Growth will not improve this region. It will only cause further erosion of the quality of life for ordinary citizens.	The biggest driver of population growth in Metro Vancouver is immigration, which is beyond the control of a regional district. The legislated purpose of a regional growth strategy is to project and manage anticipated population growth in a way that reflects the federation's values. Metro 2050 includes population projections based on best practices in population modelling and policies to help the region manage that growth in a way that supports our shared values, it does not 'encourage' growth.	No changes required.
Resident - Marcus Reuter	D	n/a	It is abundantly clear to the majority of our residents that by all metrics, we are—and have always been—a Rural community, regardless of the local governmental missteps and lack of public consultation in the past that landed us in the Urban category.	Land use re-designations are outside the Metro 2050 project scope. Re-designating lands from General Urban to Rural is a process that can take place following the adoption of Metro 2050 through an amendment process or through an amended Regional Context Statement as part of the OCP update.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	D	n/a	I definitely don't see the need for one million more people over the next 30 years. This will create more tension, less contentment, more pollution and more competition for any reasonable job. I think future young adults will find little reason to stay in B.C. and will leave.	The estimated growth projection of approximately 1 million new residents in Metro Vancouver by 2050 is a forecast based on the regional growth model. It is not a target. The primary driver of population growth in Metro Vancouver is immigration, which is outside the control of a regional district. The purpose of a regional growth strategy is to plan for that anticipated growth and support the region's vision for sustainability and livability.	No changes required.
BCNPHA	D	Projections	In the “Growth Projections” section, the Strategy states that the region will require 500,000 additional housing units over the next 30 years. More clarity on the methods for this projection should be included in the Strategy. In the report, “Opening Doors: Unlocking Housing Supply for Affordability,” a group of provincial housing experts made the case for why simply asking the question “what should we expect if past trends continue?” can lead to projections which maintain the status quo. As a region already experiencing an acute housing crisis, it is critical that any projections for housing need account for and address the current backlog of need. If backlog is unaccounted for, these estimates will severely underestimate the housing supply needed to improve affordability in the region into the future.	The methodology behind Metro Vancouver's growth projections can be reviewed on the Metro Vancouver website: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/Metro_Vancouver_Growth_Projections_Methodology_Report.pdf	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - 18 years old	D	Projections	I think the population growth projections are a self-fulfilling prophecy. If we are to ever fix the housing crisis, it would entail all of the people priced out of Metro Vancouver moving here. If we build a certain amount of supply for a certain number of people, housing prices will adjust such that only a certain number of people can afford to live in Metro Vancouver. If these growth targets are for Translink and utilities, it should be made clear that policymakers can change them by building more housing. We will never solve the housing crisis if we continue on our current path, which is what following historical growth trends would entail.	The projections are based on a top-down/bottom-up approach, meaning the model itself is regional and uses trend projections for births, deaths, immigration, and migration between provinces and within the province with a +/- 15% margin of error from the baseline scenario. The projections are then ground-truthed with municipal staff to incorporate municipal land capacity and policy framework. That means all future development plans are taken into consideration, not only historical trends. Furthermore, projections are not targets, meaning that they only guide municipalities in framing land use policies and in making infrastructure investment decisions.	No changes required.
Concerned Citizen	E - Goal 1	1.1	Strengthening the UCB and enforcing adherence to this principle is very important. Seems to me this is overdue given that urban sprawl continues.	Thank you for your supportive comment.	No changes required.
Concerned Citizen	E - Goal 1	1.1	We are at a critical moment in the climate emergency. Metro needs to enforce the UCB concept and limit densification outside central urban areas (these urban centres can be served by transit/Translink). Urban sprawl at the periphery of the regional district defeats Metro 2050's key objective of reducing GHG emissions. Places like Lions Bay and Anmore should not be urban or allowed to switch to urban - both should be told to support Metro 2050's core goal to reduce GHG emissions. 51% of Metro's carbon pollution is due to transportation so limiting development in areas requiring long commutes and where there are no transit options now or will not be for the next decade or more is vital in reducing pollution. The sprawl in Surrey needs to be contained to transit corridors (build up not out). No more greenfield developments, especially in the ALR. The time to take climate action is NOW. Member municipalities must comply with the core concept of the UCB, which is to reduce GHG emissions. Metro needs to enforce compliance. Why is Lions Bay included in the UCB all the way out there in the boonies? Makes no sense at all. It's all about reducing GHG emissions to address the climate crisis. No more excuses or delays. Metro needs to be stern with its members and enforce the UCB and what it stands for. They did it with the new woodstove bylaw and that's not the worst carbon pollution problem in the region (particulate yes, GHG emissions no).	Lions Bay has been part of the region's urban area in regional plans for decades. However, any member jurisdiction may avail themselves of the amendment process to demonstrate better alignment with the community's aspirations for the future as expressed in your Official Community Plan.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Resident	E - Goal 1	1.2	The idea that jobs will just migrant to a planners designed regional town centre is pure wishful thinking. Go talk to urban geographers and economic geogaphers who will tell you that jobs agglomerate by industry due to economic need (e.g. workers in same location). Thats why cities have downtowns. The idea you will just plan away job concentration in the urban centre is just not supported by facts. The way almost every succesful city in the world has dealt with this is to allow more housing near the city centre. That doesn't just mean some towers in old indutrial areas (Yaletown). It means allowing higher densities in Point Grey (UBC), Kitsilano, Shaughnessy, Grandview Woodlands and other surrounding areas in Vancouver.	Thank you for your comment. Most of the urban centres in Metro Vancouver have been hubs of economic activity going back decades making them good locations for future employment and housing growth. Metro 2050 is also supportive of residential infill in areas outside of Urban Centres provided they have good employment access and are within walking distance to frequent transit.	No changes required.
DNV Resident	E - Goal 1	1.2	The plan only talks about maximizing development along transit corridors. This will fail as it will create artificially higher land and RE values. There needs to be a clear mandate to open up all SFH zoned properties for increased densities. When this is done, values flatten out and costs equalize	Coordinating land use and transit planning is a long-standing and effective strategy to encourage a more efficient use of land while supporting the use of sustainable modes of transportation in transit-oriented locations. Densifying areas that are not within walking distance of transit risks isolating residents in communities without transit access and strains limited infrastructure availability.	No changes required.
Richmond Resident	E - Goal 1	1.2	Much more mixed use development - too many 100% residential areas without any commercial, light industrial activity	The General Urban regional land use designation permits member jurisdictions to mix a variety of compatible uses including residential, commercial, light industrial, and others.	No changes required.
Resident	E - Goal 1	1.2	Wanting to see more vibrant, mixed-use planning as our region densifies. Opportunities for creating distinct neighbourhoods or urban centres with their own unique feel.	Thank you for your comment.	No changes required.

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Vancouver Resident	E - Goal 1	1.2	I believe that Metro 2050 should display a heavy focus on placing growth in the right places. With new transit routes being added to the City, there is an excellent opportunity to densify urban centres, especially around transit corridors. Accessibility to various amenities and residential units in very close proximity to transit will be ideal for planning for metro2050. People like convience, people like engagement. With the new transit stations, Vancouver has a special opportunity to bring these stations to life - through pushing densification.	Thank you for your supportive comment.	No changes required.
Vancouver Resident	E - Goal 1	1.2	It is good to see these "growth corridors" defined beyond the existing town centres, etc. But given Vancouver's coverage by frequent (although not in all cases yet "major") transit, I would like to see more areas defined as groth corridors (e.g. Victoria Dr, Kingsway, Marine Dr).	One criteria for a Major Transit Growth Corridor is the presence of existing or planned Major Transit Network service. As the Major Transit Network evolves, opportunities may emerge for new Major Transit Growth Corridors.	No changes required.
Resident	E - Goal 1	1.2	higher density along major transit (i.e. skytrain) hubs is essential for sustainable growth, especially when considering the impacts of climate change.	Thank you for your comment. The Major Transit Growth Corridors, along with the existing Urban Centres and Frequent Transit Development Areas framework, are, in part, a strategy to encourage higher densities along the Major Transit Network (such as SkyTrain stations).	No changes required.
Resident	E - Goal 1	1.2	a firmer commitment to increase walkability and livablity such as Paris's 15-minute city pledge would have been beneficial.	Thank you for your comment.	No changes required.
Resident	E - Goal 1	1.2	as the region's population continues to grow, we'll need to figure out both supply-side and demand-side ways of ensuring people can continue to live in the region and that it continues to be a viabrant community, instead of a resort/tourist town (e.g. Venice, Italy). While Metro Vancouver doesn't have control over much, having an explicit strategy of increased density along major transit corridors is a start to get all municipalities to buy into this vision.	Thank you for your supportive comment.	No changes required.

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Vancouver Resident	E - Goal 1	1.3	I would like to see more engaging places to live and work, especially near transit as it makes accessibility so easy.	Note that Policy 1.3.7 (c) encourages member jurisdictions to provide public spaces and placemaking amenities and facilities, to create the more engaging places near transit.	No changes required.
Resident	E - Goal 1	1.3	There is really nothing about active recreation in this plan...It is alluded to in the complete communities, but seems like an afterthought. It really seems like Metro Vancouver is actively trying to exclude mountain bikers, climbers, dirt bikers, etc. from regional parks.	Providing active recreation is generally seen as a municipal role. The Regional Greenways Plan is reflected on Map 10 along with TransLink's regional cycling network - Metro Vancouver will work with member jurisdictions to implement that plan throughout the region. Regional Parks' goals are to protect natural areas and connect people to them.	No changes required.
BCNPHA	E - Goal 1	1.2.24 b v)	While the intention to connect new housing with transportation networks is well highlighted in multiple sections of the Strategy and the case is made for creating “complete” communities in all municipalities, the expectations for where and how housing geared towards low-income individuals and families will be introduced remains vague. As a recent Danish study which gained global attention found, exposure to noise from road traffic and railways is associated with an increased risk of dementia in part due to the effect on sleep and stress hormones. In fact, there are a multitude of studies in recent years that have identified the adverse health effects of living in close proximity to traffic which range from asthma to cancer. Ensuring affordable housing is available across communities, including on quiet, protected streets (i.e. not just along major arterial roads) is a key factor for ensuring future housing equity in the region.	Thank you for your comment. Ensuring appropriate buffer areas between busy arterials and residential development can help to minimize residents' exposure to roadway noise, pollution, and light.	Add a new subsection to 1.2.24 b) that reads "take appropriate steps to avoid or mitigate the negative health impacts of busy roadways on new or redeveloped residential areas."

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Hey Neighbour Collective	E - Goal 1	1.3.3 and 1.3.7	We are also happy to see in Strategy 1.3.3 that Metro Vancouver will work with health authorities, academic institutions, and other researchers to share best practices, research, data and tools that can advance land use policies to foster physical and mental health, meet community needs and priorities, reduce exposure to climate change and air quality impacts and increase equitable access and exposure to public spaces through urban green space enhancement and retention opportunities. And 1.3.7 includes a number of outcomes for member municipalities to create regional context statements for that are generally consistent with our recommendations.	Thank you for your supportive comment.	No changes required.
Resident	E - Goal 1	n/a	The plan needs to distribute more growth into neighbourhoods other than the ones listed. Having a home with private outdoor space is a big want in Vancouver, so having ground-oriented rowhouses/townhouses/multiplexes being built in Single-family house neighbourhoods is a must. The legal requirement for most of the region's residential areas to be just SFH must end. Transit must also be improved all across the board so that everyone has access to good quality transit.	Thank you for your comment	No changes required.
Resident	E - Goal 1	n/a	I despise densification because there is transit. A lot of transit was cut during th Pandemic. The subway in Vancouver is only half of a route and doesn't substantially create more efficiency. Densification should occur in those areas where there is a lot of good job development. Don't waste space of apt towers with tiny units. There has already been over 20 years of that. Focus on jobs first and the. Apt development.	Metro 2050 encourages the distribution of the majority of the region's projected housing and job growth into a series of transit-oriented Urban Centres and FTDAs around the region. There are many policies that encourage transit-oriented job growth to support the development of complete communities and reduce the need to commute long distances.	No changes required.
Resident	E - Goal 1	n/a	I am a person who co-owns an old and exceptionally modest house on a pollurpted corridor. There is ongoing threat of land assembly. I am concerned that if I redevelop the house to accommodate family members in multiple units, government will have another agenda, financially break me and my children will end up leaving the province for somewhere better where they can have a house and good employment.	Thank you for your comment	No changes required.

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Resident - 18 years old	E - Goal 1	n/a	I support the creation of walkable communities connected by mass transit. I don't think this plan does enough to tackle car dependency. Drivers cross municipal borders, and so car dependency is an issue that requires broader coordination. The way Vancouver designs its streets depends on how many drivers versus transit riders from the suburbs travel there. We should be pushing the reduce car dependency across the metro area so more street space can be dedicated to mass transit, active transport, and public spaces.	Thank you for your comment.	No changes required.
Resident - Pitt Meadows	E - Goal 1	n/a	Currently, various transportation agencies are in discussion with the City of Pitt Meadows about the expansion of the rail yard within our City. Metro 2050's Goal - Create a Compact Urban Area speaks about 'Focusing Growth in Urban Centres near Frequent Transit Development Areas'. One of the action points talks about advocating to the Federal Government, the Province, Vancouver Fraser Port, airport operators, Health Authorities and TransLink about how to support local communities who would be disproportionally impacted by traffic, noise, air pollution and vibration. Metro 2050 does not speak about the potential of fuel storage (possibly 24 tanks) or a fuel blending facility, or grain silos (possibly 30 silos) whose dust is highly combustible and hazardous, within the urban centre of a city. There is a need for the movement of people, goods and services within the region but I am concerned about the health and safety of our residents if the expansion of the rail yard happens. And I am also concerned that Metro 2050 does not speak to these specific areas of concern.	Federal agencies are not subject to regional or local land use policies. Metro 2050 policy 1.2.22 is an advocacy action requesting continued consideration of public health concerns in all airport and port operations.	No changes required.
Resident - Pitt Meadows	E - Goal 1	n/a	Regional planning is key for our growing region. I am, however, deeply dismayed when I see 1. developments that overwhelm local schools and other amenities and although Community Amenity Contributions are made, there often isn't the necessary land on which to build new amenities 2. significant developments of single-detached house being built when many are decrying single-detached zones and the residents will all have to get into cars to buy milk or diapers. 3. developments of single-level shopping malls that cover much land, when a 2nd storey could add a layer of housing. I see this as evidence of cities making decisions within their borders, which is their right, but there could be better decisions made for the betterment of the region.	Metro 2050 encourages the development of complete, mixed use, and compact communities in transit-oriented locations. However, local governments are responsible for making detailed land use decisions about building height, zoning, etc.	No changes required.

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SFU - REM 642 Students	E - Goal 1	n/a	Given the need for affordable housing the city, we would like to see an increase in the percentage of dwelling unit growth, as well as increasing the density across all single and duplex zoned areas of Metro Vancouver.	The dwelling unit targets are for defined geographies: Urban Centres and FTDAs. In addition to focusing housing growth in these growth overlay areas, Metro 2050 is supportive of residential infill in areas across the region in areas with good access to transit and best supported by other infrastructure.	No changes required.
SFU - REM 642 Students	E - Goal 1	n/a	With regards to equity, we would like to see an expansion of prioritization from engagement with just governments to include grassroot organizations and citizen groups. Further, Metro Vancouver should further ensure that citizens living in rural areas have equal access to services.	Metro 2050 introduces many new policy actions and goals focused on more equitable outcomes than in Metro 2040. The work by Metro Vancouver will continue post-adoption of the strategy in the form of more research and more conversations with affected equity-denied groups and individuals.	No changes required.
SFU - REM 642 Students	E - Goal 1	n/a	Lastly, we feel that the discussion surrounding the implementation of these goals is too vague.	Metro 2050 is a strategic-level policy plan with much of the implementation being done through integration with local-municipal planning efforts. Additional Implementation Guidelines are to be prepared following the adoption of Metro 2050 to provide additional details to support implementation.	No changes required.
Vancouver Resident	E - Goal 1 & 2	1.2.24, 2.2.9	I do agree with the direction of the plan. We should have more intense uses within 200m of Skytrain Stations. Rapid transit corridors are an environmentally advantageos way to go. As well, employment, retailing and rentals will thrive in that scenario. I support approving reseidential, retail and employment on employment lands within 200m of Skytrain Stations as this aligns with the five goals of MV RGS 2040. I support Metro's land use strategy that will compact urban area, make our economy more sustainable and reduce our carbon footprint with better transportation choices.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	E - Goal 1 & 2	1.2.24, 2.2.9	yes I generally agree with the direction of the plan. Especially with respect to intensification of uses within 200M of Skytrain Stations. If this had been approved in 2011, our housing crisis would not have been as bad. The intensification of employment lands within 200m of stations will increase job space, increase retail space and increase rental and affordable housing along rapid transit corridors. All of these uses support the "5 goals of MV RGS 2040". Not permitting the intensification of uses near Skytrain stations would be the antithesis of these goals. I am in full support of approving residential, retail and the instensification of employment on the Employment lands within 200M of Skytrain Stations as this is in direct allignment with the 5 goals of MV RGS 2040. I am interested in supporting a Metro Vancouver land use strategy the supports a compact urban area, a sustainable economy, that respects the need to reduce our carbon footprint and that is built around sustainable transportation choices. The "200m rule" meets all of these objectives and frankly was a long time coming.	Thank you for your comment.	No changes required.
BCNPHA	E - Goal 1 & 4	1.2.7	It appears the role of the non-profit sector within the Strategy is reduced to helping individuals and households at risk of or experiencing homelessness. Importantly, this leaves out the capacity of the non-profit housing sector to provide, protect and manage rental and affordable rental stock, as well as to enable other forms of tenure like co-housing, rent-to-own, community land trusts, co-ops, etc. An example of this can be found in Action 1.2.7 of “Goal 1: Create a Compact Urban Area”, where non-profits are not noted as key players in the expansion of the “supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors.”	Thank you for your suggestion. "Non-profit housing providers" has been added to Policy 1.2.7.	Change Policy 1.2.7 to read: "Work with TransLink, the Province, First Nations, **non-profit housing providers**, and member jurisdictions to expand the supply of secure and affordable market and non-market rental housing within Major Transit Growth Corridors."
Vancouver Resident	E - Goal 1 & 4	n/a	I like the idea of developing housing surrounding transit hubs. we should follow tokyo's public transit system where each train station is its own self contained district. from housing to food to entertainment, everything is accessible within a 5 minute walk from a train station. we should encourage more businesses to open around major stations and turn them into mini-downtown areas.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	E - Goal 1 & 4	n/a	I think all major areas along large streets can go back to a 1900's style of building mixed use housing with ground-level retail and upper floor living for low-rise style buildings. The necessity of minimum parking and grass lawns should be seriously evaluated, as it is leaving large areas of land essentially non-productive.	Your suggestion is consistent with the Metro 2050 vision for complete, compact communities with a range of housing options.	No changes required.
Resident	E - Goal 1 & 5	1.2	Increase the proportion of new developments around rapid transit corridors, by both working with TransLink to create more corridors, and increasing proposed density around the existing ones.	Thank you for your comment. The Major Transit Growth Corridors, along with the existing Urban Centres and Frequent Transit Development Areas framework, are, in part, a strategy to encourage higher densities along the Major Transit Network (such as SkyTrain stations).	No changes required.
Resident	E - Goal 1 & 5	1.2.24, 2.2.9	I would like to see mixed-use high density around transit infrastructure pushed further. 200 meters seems short. Why even have a distance limit? If a project can add much needed housing density, while still maintaining or even increasing existing employment use, then it would be good for the market.	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations (i.e. in Employment areas) that achieve the defined criteria. Metro 2050 includes many other policies to support TOD development in Urban Centres and FTDAs that includes areas well beyond the limited 200m geography.	No changes required.
Vancouver Resident	E - Goal 1 & 5	1.3, 5.1	Pushing sustainable transportation options is a great focus - encouraging transit, cycling and walking is not only healthy for our enviroment but also personal health. Pushing towards increased transportation by foot and bike will create excellent community spaces that will elevate Vancouver.	Thank you for your comment.	No changes required.
Vancouver Resident	E - Goal 1, 2, 4, 5	n/a	We just need to make sure our plan for housing will match our plan for employment growth - especially near epicenters and transit hubs. People don't like long commutes, they like being close to the city.	Thank you for your comment.	No changes required.

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"Resident Planner"	E - Goal 1, 3, 5	n/a	Goals 1, 3, and 5 emerging issue for compact - complete communities is redevelopment (either around SkyTrain stations or along major bus routes) which is removing existing shopping and adding more residents without publicaly accessible additional recreation and community services. Resident-on-site recreation facilities do not benefit the community and strips of shopping under new residential towers mean long walks or driving between shops and do not ensure after-hour 'eyes on the street' as people walk from transit stops home.	Thank you for your comment.	No changes required.
Vancouver Resident	E - Goal 1, 4, & 5	n/a	How will this plan in any way compel municipalities to follow through with the zoning changes required to build higher levels of housing along these corridors?	Municipal zoning practices are outside the jurisdiction of a regional growth strategy and entirely within the purview of the member jurisdictions. Metro 2050 provides a high level growth management framework.	No changes required.

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Resident	E - Goal 2	2.1	It's nice to say people should live closer to work but... The City of Vancouver has redeveloped enough of it's industrial land into residential so that a lot of the newer warehouses are South of Fraser. Thankfully newer office space is being built across Metro Vancouver.	Thank you for your comment.	No changes required.
Louise Schwarz - Recycling Alternatives	E - Goal 2	2.1	Yes, we strongly agree with policy direction and strategies prioritizing protecting industrial land for future use, as these lands protected for light industrial land use will be increasingly critical for urban, regional green & sustainable infrastructure in the face of climate change impacts. These industrial lands also provide critical employment lands, for inclusive green jobs in emerging green innovation sectors such as deconstruction, share and repair operations, local and clean tech manufacturing, and the region's food security, all of which will require infrastructure and land use areas for local production, manufacturing and distribution, local food processing, sustainable waste management and materials recovery vs current practices of waste management practices off-shoring materials out of the region/country; circular economy models. Protecting industrial land for these types of emerging green and clean tech economies, directly addresses the following Regional Growth Strategies goals: GOAL # 1 – complete communities, by creating inclusive and equitable job lands close to population hubs were population is concentrated GOAL #2 sustainable economies for the emergent green and clean tech economy to support diverse economy and employment close to where people live GOAL #3 encourage infrastructure that reduces GHG's due proximity to urban centres, which reduces trucking/transportation required for production and distribution of goods, materials, services GOAL #4 indirectly related to housing, as jobs created in centrally located green industrial districts will support inclusive employment for those facing barriers such as homelessness GOAL #5 support the efficient movement of vehicles for good and services – due to warehousing activities, materials & supply management activities an transportation/distribution hubs close to the populations centres.	Thank you for your supportive comment.	No changes required.

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Louise Schwarz - Recycling Alternatives	E - Goal 2	2.1	Green innovation and light industrial activities, such as sustainable waste management, supply chain production and distribution, share, reuse, repair, and clean/green tech will be increasingly critical to climate action and adaptation planning for regions and cities. Protecting adequate industrial land use that enables green infrastructure and circular economy innovation addresses regional challenges in 3 principle areas: climate action; local, resilient, circular supply chains; just, equitable and inclusive economic recovery is a key component of urban planning as we enter an age of severe climate and economic impacts. In the face of climate crisis, circular, sustainable cities of the future will need to ensure adequate light industrial land, located close to the population/ hubs/epicentres is available to sustainably service the demand for goods, services and infrastructure such as production, distribution, repair, sustainable waste management, materials recovery and repurposing. Additionally, these light industrial green innovation lands will be necessary to support resilient supply chains and foster inclusive employment districts. Numerous circular innovator businesses are already collaborating and engaged together , demonstrating the importance and viability of creating Green Industrial Innovation Districts (GrIIDs), in centrally located urban areas, such as Vancouver's False Creek Flats. For all of these reasons we encourage the Metro 2050 Plan to ensure light industrial lands, close to urban centres are protected for the future supply chain, economic resilience and inclusive employment of the region, which will be increasingly critical for the region's future infrastructure, climate adaptation	Thank you for your comment.	No changes required.
Resident	E - Goal 2	2.2	Maintain industrial lands in Metro vancouver	Thank you for your comment.	No changes required.
24 yr old resident	E - Goal 2	2.3	I would question the preservation of non-productive ALR whereas it could more efficiently be used as industrial land. Unfortunately we're likely too far deep in this to preserve the entire ALR but a 0.5% vacany rate, 5 straight quarters of 0 vacancy in the 100k+ square foot range and 2 straight quarters of 0 vacancy in the 50-100k square foot range should be setting off alarm bells. Either that or crack down on Amazon and last-minute delivery services.	The Agricultural Land Reserve is established and administered by the Province. The Agricultural policies of Metro 2050 are meant to be supportive of agricultural operations and food production, and support the ALR as well as support urban containment and the efficient provision of urban infrastructure including utilities and transit.	No change required

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SFU - REM 642 Students	E - Goal 2	2.3	We are concerned that more consideration should go into how an areas' zone affects the type of development that occurs there. In particular, development around the ALR may increase the cost of ALR land, and accordingly think it would be advantageous to zone a "buffer" area around the ALR.We further think it would be advantageous to collaborate with farmers institutes to identify core agricultural lands to be included in no development or modified development lands.	This is beyond the scope of Metro 2050. Zones and zoning bylaws are a municipal-level planning function granted by the authority of the Local Government Act (LGA). Through the LGA, local governments have the authority to determine land uses based on zone classifications and have the ability to designate Farm Protection Development Permit Areas intended to help buffer and protect agricultural lands from the effects of adjacent urban development. Additionally, the Ministry of Agriculture has a "Guide to Edge Planning" document that local governments can use to establish their guidelines as it would apply to these development permit areas. The LGA has additional legislation that determines how land may be regulated (e.g. no development or modified development), all of which are at the purview/discretion of the local government. It may be of interest to note, that the Climate 2050 draft Agricultural Roadmap has action items that address the impacts of adjacent urban development on agricultural land. Comments provided here will be taken into consideration during the review and preparation of that document.	No changes required.
A commercial and industrial development organization	E - Goal 2	1.2.24, 2.2.9	I think more growth can be focused around transit oriented developments and the consideration of residential uses in urban centres and FTDA's should be expanded beyond 200m. A more typical radius referred to in many planning documents would be based on a 400m radius at a minimum to leverage the transit infrastructure and support strong ridership while reducing vehicles on the road.	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations (i.e. in Employment areas) that achieve the defined criteria. Metro 2050 includes many other policies to support TOD development in Urban Centres and FTDAs that includes areas well beyond the limited 200m geography.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
"Resident Planner"	E - Goal 2	2.1.2	Big issue for Metro Vancouver is the disconnect between home prices and wages. Economy section needs references to the need to link housing supply to service (lower income) wages to ensure the metro area has a fully functioning economy.	Metro Vancouver has a new service, Invest Vancouver, specifically purposed to address economic and employment matters in the region.	No changes required.
DNV Resident	E - Goal 2	2.1.3	There is no mention of dis-engaging commercial space (retail, services, etc) from impacts of unfair property taxes on the basis of highest and best use. This is a critical deterrent from maintaining and creating needed service businesses. Related to this, there is no mandate to protect zoning for commercial or light industrial property. There is only consideration for industrial (which I agree such zoned properties need to be maintained) zoning	Section 2.1.3 makes reference to exploring fiscal measures including report to ensure that the property tax system supports sound land use decisions. Employment areas and the employment targets for Urban Centres and FTDAs are meant to support employment generating uses other than traditional industrial uses such as office, retail and others.	No changes required.
Resident	E - Goal 2	2.2.9 c)	Industrial and employment uses are changing with the modern economy. These new economy uses are more aligned with mixed-use development. There are very few traditoinal industrial or large scale distribution uses within close proximity to transit infrastructure. Employment space (more specifically the employees in that space) what access to residential and retail amenities nearby. We should encourage this integrations where a no net loss of employment space is a result. Allowing nothing but traditional industrial use in these locations doesnt maximize the infrastructure investment.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 c) i)	The changing nature of industry also helps make it more suited for urban environments and more compatible with residential uses. For example, smaller truck sizes require shorter turning radii allowing for the use of spiral ramps, which occupy less space and allow for multi-level buildings. The traditional warehouse use is also evolving to respond to e-commerce with smaller, multi-storey buildings that focus more on distribution.	The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition.	revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."

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Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 c) i)	The benefit of introducing this policy at the regional level is that each member jurisdiction will have the opportunity to create a unique and tailored approach to how the policy could be implemented locally. Jurisdictions that face challenges related to delivering new employment space due to economic viability and difficulties attracting businesses would be able to encourage new employment space with the incentive of the addition of residential uses. Other jurisdictions which have challenges related to a lack of new rental housing would have the opportunity to incentivize rental housing in a mixed-use redevelopment.	Metro 2050 includes many other policies to support TOD development in Urban Centres and FTDAs, many of which are at or near rapid transit stations. And if desired, the member jurisdiction could initiate a regional land use designation change for specific sites through an amendment process defined in the regional growth strategy.	No changes required.
Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 d	Transit-oriented development has been an ongoing priority in Metro Vancouver; however, many Skytrain stations are underdeveloped and utilized. Our hope is that through the Metro2050 update process that the language around the consideration of a mix of uses (including residential) on Mixed Employment land around Skytrain stations is considered on sites at a minimum 400 m from the station, and potentially up to 800 m, to be consistent with Metro Vancouver and Translink's classification of FTDAs.	The 200 metre distance is intended to allow flexibility of use for sites in limited select situations that achieve the defined criteria. There are many other opportunities to intensify sites within Urban Centres, such as lands that already have a regional General Urban designation. The RGS includes many other policies to support TOD development in Urban Centres and FTDAs, many of which are at rapid transit stations. And if desired, the municipality could initiate a regional land use designation change for specific sites through an amendment process defined in the regional growth strategy.	No changes required.
Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 d	The Metro 2050 draft missed a critical opportunity to encourage members to consider affordable housing within 400 m of Skytrain stations in Mixed Employment areas. The language continues to perpetuate a limited (200 m) distance that is not consistent with good planning principles for transit oriented development, notably, authored documents from both TransLink and Metro Vancouver that encourage growth and density with 400 and 800 m of rapid transit.	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations that achieve the defined criteria. The RGS includes many other policies to support TOD development in Urban Centres and FTDAs. If desired, the municipality could initiate a land use designation change for lands outside this area through an amendment process defined in the regional growth strategy.	No changes required.

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Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 d vi)	Expanding this radius will create alignment with TransLink's Transit Oriented Communities Design Guidelines, which indicates that transit-oriented development is appropriate within 400 m of frequent transit corridors and bus stop nodes and 800 m of frequent transit station and exchange areas. Metro Vancouver recognizes that "it is generally accepted that most people will walk roughly 10–12 minutes (800 m) to access limited-stop rapid transit and 5–6 minutes (400 m) to access frequent local transit" and long established Frequent Transit Development Areas (FTDAs) as a tool to help municipalities direct growth to these areas.	The 200 metre distance is intended to allow flexibility of use for sites in limited select situations (i.e. Employment areas) that achieve the defined criteria. There are many other opportunities to intensify sites within Urban Centres, such as lands that already have a regional General Urban designation. Metro 2050 includes many other policies to support TOD development in Urban Centres and FTDAs, many of which are at or around rapid transit stations. And if desired, the municipality could initiate a regional land use designation change for specific sites through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Delete 2.2.9d)vi) and revise 2.2.9d)v) to read: "d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."

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Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 d vi)	The intent of allowing a mix of uses is not to replace employment use with residential, but to maintain or even increase the employment density of the site. A number of employment designated sites around Skytrain stations are currently underdeveloped; however, there are not enough incentives for the landowner to redevelop under existing zoning and policy provisions. Allowing for a residential component on Mixed Employment land around Skytrain stations can help unlock additional employment density on these sites, while also landing rental housing near transit. Municipalities can restrict the development of residential until the employment use has been built to ensure that the job spaces are delivered. Municipalities can also require new employment spaces be developed to a maximum size to allow smaller industrial users to remain around transit and minimize conflict with residential.	Employment density is not only measure that is used to define planning objectives. Other objectives and measures are considered. The text has been refined for clarity and consistency.	Delete 2.2.9d)vi) and revise 2.2.9d)v) to read: "d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."

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Pooni Group (Blaire Chisholm)	E - Goal 2	2.2.9 d vi)	Allowing for a residential component on Mixed Employment land around Skytrain stations can help unlock additional employment density on these sites, while also landing rental housing near transit. Municipalities can restrict the development of residential until the employment use has been built to ensure that the job spaces are delivered. Municipalities can also require new employment spaces be developed to a maximum size to allow smaller industrial users to remain around transit and minimize conflict with residential.	The 200 metre distance is intended to allow flexibility of use for sites in limited select situations (i.e. Employment areas) that achieve the defined criteria. There are many other opportunities to intensify sites within Urban Centres, such as lands that already have a regional General Urban designation. And if desired, the municipality could initiate a regional land use designation change for specific sites through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Delete 2.2.9d)vi) and revise 2.2.9d)v) to read: "d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."

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Canadian Tire Properties Inc (Kathleen Freeman)	E - Goal 2	2.2.9 d) vi)	Our site is located at 2830 Bentall Street (site) in the Renfrew-Collingwood neighbourhood in the City of Vancouver. The site is approximately 19,658 sq. m (211,596 sq. ft) and is designated Mixed Employment in the RGS. It is currently improved with large format retail and food services including a Canadian Tire, PetSmart, Marks Work Warehouse, Save-on-Foods, Boston Pizza and Starbucks. The site is located within 150 to 325 metres from Rupert SkyTrain Station and the Central Valley Regional Greenway. There are no immediate redevelopment plans for the site, however, we are looking to the future, especially given the changing nature of retail. With this evolving retail landscape in mind, coupled with the need for supply of homes, and jobs scape, Canadian Tire Properties Inc sees this site as an opportunity for a mixed-use development that can co-located homes and jobs near rapid transit. It is widely accepted in transportation planning practice and literature that a 400-800 metre radius (5-7 minute walk) is the appropriate distance to accommodate growth around rapid transit. Given the severity of both the Climate and Housing Crisis in the region, we would like Metro Vancouver to consider policy that enables mixed-use on all Mixed Employment designated lands within 400 m (at minimum) of rapid transit, and not only sites within Urban Centres or FTDAs. We would envision that sites near rapid transit would still be required to provide the base density of employment uses as desired by the city, but would also be able to provide housing. Not maximizing the growth potential for jobs and housing around sustainable transit is a significant missed opportunity. There is a greater need for warehousing and logistics centres to support e-commerce. These types of uses can be co-located with residentail uses. Cities should be looking to created 15-20 minute communities throughout the city, and locations near rapid transit make sense. More flexibility and innovation related to how we think of work, and mixed use is required if we are to overcome the climate and housing crises we are facing in this region. We urge Metro Vancouver to consider the growth of the region into the long-term, and consider allowing for a mix of uses within at minimum, 400 metres, of all SkyTrain Stations to support complete 15-minute communities, with jobs, housing and access to rapid transit.	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations that achieve the defined criteria. If desired, the municipality could initiate a land use designation change for lands outside this area through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7,and then Dec 17): d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.

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Edgar Developments (Peter Edgar)	E - Goal 2	2.2.9 d) vi)	We are the owners of 2625-2645 Skeena Street and 2772 Natal Street (site) in the Renfrew-Collingwood neighborhood in the City of Vancouver. The site is designated Mixed Employment in current RGS. Consisting of two lots, the total site area is approximately 10,651 sq.m (114,647 sq.ft) and is currently improved with a one-story light industrial building on the Natal Street site and a two-story light industrial building on the Skeena Street site. The site is approximately 200 meters, as-the-crow-flies to the northwest, of Rupert Skytrain Station on the Millennium Line. Our redevelopment objective for the site is to incorporate a mix of uses, including residential (i.e., rental housing), while maintaining and potentially expanding the employment density. We recognize the importance of having employment-generating land uses in the city, especially close to transit, and we would not seek to replace employment land with residential on this site. We are concerned that by limiting residential to only 200 meters around Skytrain Stations, it not only reduces the ability for municipalities to deliver much-needed housing, but it creates further speculation that the conventional metric for transit-oriented development is 400 and 800 meters. We feel that expansion of the radius to at least 400 meters will have minimal negative impacts, while allowing municipalities to capture additional employment and affordable housing opportunities. An alternative can be to designate Skytrain Station areas as “special study” areas at the regional level to facilitate conversations at the municipal level about the highest and best use of lands immediately adjacent to Skytrain Stations. However, the concern with this approach is the time it takes for RGS amendments to come to fruition, which could take multiple years for both the regional and municipal processes. This timeline is not conducive to responding to the current housing crisis faced by almost every municipality in the region. We commend Metro Vancouver staff for incorporating flexibility within 200 meters of Skytrain Stations but strongly encourage an expansion of this radius to at least 400 meters – this will help the region to achieve its most critical goals including the creation of more affordable housing options and addressing climate change.	The 200 metre distance is intended to allow flexibility of land use for sites in limited select situations that achieve the defined criteria. If desired, the municipality could initiate a land use designation change for lands outside this area through an amendment process defined in the regional growth strategy. The text has been refined for clarity and consistency.	Delete 2.2.9d)vi) and revise 2.2.9 v) to read "do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Resident	E - Goal 2	n/a	If we are pushing employment growth in the plan, we will need to plan a head for where all these new workers are going to live. This emphasizes the need to densify areas.	Metro 2050 provides for a comprehensive strategy to address the many issues in the region, including employment space growth and densifying housing development opportunities as well as projecting the number of housing units required to meet the region's anticipated growth.	No changes required.
SFU - REM 642 Students	E - Goal 2	n/a	With regards to the agricultural strategy, we believe it would be beneficial to include if there will be any engagement with the Fraser Valley regional district or other neighbouring municipalities with similar interests.	Metro 2050 outlines how it works together with other governments and stakeholders and adjacent regional districts in Section A of the document, as well as several commitments to work more closely with them on shared interests (e.g. transportation, climate change, recreation, economic development). Ultimately, the content of Metro 2050 is directed toward the member jurisdictions within the region and Metro Vancouver's role in supporting the Federation, providing utility services and carrying out Metro Vancouver's regulatory responsibilities.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
"Resident Planner"	E - Goal 2 & 4	2.2.9 d)	Goals 2 (Economy) and 4 (Affordable housing). Caution about encouraging 'flexibility for affordable rental residential on employment lands near rapid transit stations.' Value of residential uses will uptick nearby industrial land values. Best to either be specific about distance from station where residential rental will be encouraged or better yet encourage high density jobs (such as high tech) to locate near transit stations in industrial areas (e.g. Rupert and Renfrew).	The new policy is intended to only allow use of this provision in specific sites that meet all the criteria at the discretion of the member jurisdiction. If this provision is utilized by the municipality to accommodate such mixed use development, it would have to include both the residential on the upper floors while retaining the permitted industrial and commercial uses on the lower floors at a minimum. The text has been refined for clarity and consistency.	Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7,and then Dec 17): d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
Richmond Resident	E - Goal 3	3.1	Much more parkland, especially connector trails such as the Railway and Arbutus Greenways	Thank you for your comment. Map 10 shows the Regional Greenway Network and connections to Metro Vancouver Regional Parks. Actions under Strategy 3.2 seek to protect, enhance, restore and connect ecosystems.	No changes required.
DNV Resident	E - Goal 3	3.1	There is also no reference to how Metro Vancouver will relinquish its role in managing regional parks. Again, the bureaucracy within MV does not listen well to users in local parks and MV should only involve itself in water, regional planning and waste management. Get out of managing parks...you are terrible at it	Thank you for your comment. This comment will be shared with Metro Vancouver Regional Parks as it is outside of the scope of the regional growth strategy.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Concerned Citizen	E - Goal 3	3.3	I strongly support the effort to reduce GHG emmissions as a matter of urgency (finally!), and the intent to conserve habitat and sensitive ecological areas, green spaces, and our food producing land.	Thank you for your comment.	No changes required.
Resident	E - Goal 3	3.3, 3.4	Go further on climate change and air pollution. Set a date to remove combustion vehicles from urban roads. Integrate green energy generation into building standards.	Note that Metro 2050 establishes a commitment to meeting science-based GHG emission reduction targets (Strategy 3.3). Metro Vancouver has recently released a Clean Air Plan and Climate 2050 Transportation Roadmap with specific policies to minimize GHGs and air pollution from transportation sources that go beyond the regional growth strategy. The Climate 2050 Buildings Roadmap included actions to reduce emissions from buildings and support the wider use of clean, renewable energy in buildings. The Climate 2050 Energy Roadmap (forthcoming) will include actions to support the supply of clean, renewable energy to meet our emissions reduction targets. Note that under its authority, the Provincial government plays a central role in establishing policies for reducing building and transportation emissions - refer to the CleanBC plan for additional actions.	No changes required.
Resident	E - Goal 3	3.3/3.4	Needs much stronger climate action to reflect the emergency we are in.	Note that Metro 2050 establishes a commitment to meeting science-based GHG emission reduction targets (Strategy 3.3), as well as a renewed emphasis on resilience to climate change and natural hazards (Strategy 3.4) and there are many parties involved in and must work collaboratively to advance climate action in the region.	No changes required.

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Anmore Resident	E - Goal 3	n/a	Meeting Climate Change objectives require urgent action. Protecting forests, watersheds, and environmentally sensitive lands and ecosystems for future generations are key to this action.	Agree and note that urban containment and the protection of forests, watersheds, and environmentally sensitive lands is a key component of our collective climate action. The climate change benefits to these types of actions are implicit in the actions in Strategy 3.1 and Strategy 3.2, and explicitly noted as benefits in the preamble for these sections.	No changes required.
Resident	E - Goal 3	n/a	Climate change: need to account for adapting to coming major natural disasters. Flooding, storms, heat etc will get worse. Let alone the big we earthquake. We should have a development plan ready for when we need to rebuild swathes of crumbled neighbourhoods and cities.	Note that Metro 2050 emphasizes improving resilience to the hazards and climate change impacts identified in Strategy 3.4, including new policies to establish a greater integration between land use and emergency management (e.g. Action 3.4.2. c).	No changes required.
Resident	E - Goal 3	n/a	More Tree Cover in urban areas	Thank you for your comment.	No changes required.
Vancouver Resident	E - Goal 3	n/a	Green spaces are highly important and will set us apart from other cities. Important to keep at the forefront of this plan in order to keep Vancouver one of the top places to live.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Dr. Lynn Elen Burton - Village of Anmore	E - Goal 3	n/a	While I am certain that it will be difficult to get all of the players on-side, Metro 2050 leadership has laudably geared up to begin to reclaim our collective future. It seems to me, that if the general consensus of the Metro Vancouver communities is truly to aggressively tackle climate change and extreme weather events, the Metro 2050 objectives are spot on. 1. protect and enhance eco-systems - the forest canopy, watersheds, environmentally sensitive lands, and wildlife habitat; 2. hold fast on the urban containment boundary; 3. guard against the further extension of urban services such as sewers; 4. concentrate development in transit corridors; 5. resist pressures to increase urban sprawl; and 6. preserve rural and recreational lands for the enjoyment of all. The way I see it, the little Village of Anmore is currently poised to help Metro 2050 deliver on these priorities, especially helping to protect 50% of land for nature and to increase the tree canopy cover. "The fundamental theme of Anmore's Official Community Plan is the preservation of the Village's surrounding environment and semi-rural character." Our Official Community Plan as articulated in The Regional Context Statement sets a 'stay the course' expectation of a total of just under 4,000 residents in 2041.	Thank you for your comment.	No changes required.
Resident - Dr. Lynn Elen Burton - Village of Anmore	E - Goal 3	n/a	In conclusion. the Metro Vancouver Climate 2050 says it so well, "Without strong action to reduce greenhouse gas emissions, both locally and globally, these trends will accelerate over the coming decades and it will become increasingly difficult and expensive to maintain the high quality of life we experience in our region. At the same time, we need to ensure our ecosystems, infrastructure, and communities are resilient to the climate changes that have already been locked in due to past and current greenhouse gas emissions." Thank you to the leadership for your judicious stewardship and attempts to manage regional growth in Metro Vancouver.	Thank you for your comment.	No changes required.

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Resident - Salmon Biologist	E - Goal 3	n/a	The plan seems to be focused on continuing to grow in the region when it is likely we have already largely exceeded the capacity for this area. We have already built huge communities on floodplains which we can now see are extremely vulnerable. Goal 3 should be number 1 and include restoring the environment as a central goal, the area has already been highly impacted and at the point protection won't cut it.	Thank you for your comment. A regional growth strategy is a tool to help shape and accommodate the anticipated population growth coming to our region based on trends in immigration, natural increase and migration, and to minimize the associated impacts. Metro 2050 includes policy to help manage that growth while taking steps towards greater resiliency and sustainability.	No changes required.
Resident - Salmon Biologist	E - Goal 3	n/a	We need to think a lot more about how we are mvoing water in our region. Impervious surfaces are a huge issue which need to be addressed.	Thank you for your comment. Actions under Strategy 3.1 and 3.2 to increase canopy cover, protect, enhance, restore and connect ecosystems will also reduce imperviousness across the region.	No changes required.
SFU - REM 642 Students	E - Goal 3	n/a	We are otherwise generally supportive of the goals here, but are concerned about some of the soft language in the section. In order to succeed in implementing goals, it may be beneficial to distinguish between what is actionable and what is not. We would like the plan to include stakeholders and entities that Metro Vancouver will be working with in order to accomplish objectives, as well as deliverables on objectives. It may be beneficial to delineate between the actionable items within the jurisdiction of the regional district, and those that must be completed through other authorities. Lastly, it may be beneficial to tie regional goals to global initiatives and goals.	Thank you for your comment. Metro 2050 includes actions for Metro Vancouver, member jurisdictions, TransLink and adjacent regional districts since they are the strategy's signatories. Actions for others are included as advocacy actions for Metro Vancouver (i.e. "Metro Vancouver will: Advocate to...") because those entities are not signatories or required to abide by the policy actions of Metro 2050. For the same reason, the plan only includes regional objectives.	No changes required.
SFU - REM 642 Students	E - Goal 3	n/a	One section here states “other stakeholders”. In the spirit of accountability, we believe that this language should be more specific.	Thank you for your comment. The word 'stakeholders' is typically used in high-level policy documents because the list of stakeholders is often long and changes over time and by the issue area.	No changes required.

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SFU - REM 642 Students	E - Goal 3	n/a	We believe that this section should be expanded to include consideration and discussion of research partnership opportunities, biodiversity loss and its relationship with pesticide use, as well as further discussion of First Nations issues, including land ownership, management, and reconciliation.	Thank you for your comment. Progressive planning always involves additional research into innovative approaches and best practices. Pesticide use restrictions are not typically included in regional growth strategies as the use of pesticides is regulated by the federal and provincial governments (although a few municipalities in the region have adopted cosmetic pesticide use bylaws). Metro Vancouver has been consulting with First Nations throughout the development of Metro 2050 and we are listening and learning about how their interests and values can be better reflected in the plan. This work will continue post-adoption of the strategy.	No changes required.
SFU - REM 642 Students	E - Goal 3	n/a	We further believe the regional strategy represents an opportunity for education, and an advocacy platform with the public. Most of the advocacy is currently focused on municipalities, but we believe public engagement and outreach could be beneficial to achieving these goals, and doing so transparently.	A regional growth strategy is indeed a shared regional vision and it will require collective action by Metro Vancouver, member jurisdictions, their residents, TransLink, and other important stakeholders in order to achieve the goals and vision articulated in Metro 2050.	no change required

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SFU - REM 642 Students	E - Goal 3	n/a	Lastly, we again believe that concerning implementation, that some of the goals are vague, using language such as “enhance” or “protect” but not being more specific. Consideration should be made on how to achieve these goals in existing communities.	Thank you for your comment. Regional Growth Strategies are high-level documents by necessity. After each member jurisdiction has accepted Metro 2050, implementation guidelines will be developed (or updated) to assist member jurisdictions. Action 3.2.2 notes Metro Vancouver's role in maintaining and publicly reporting on regional datasets, including the Sensitive Ecosystem Inventory and tree canopy cover data, which allow us to track progress. Section G of Metro 2050 includes several ecosystem health performance metrics, which will be reported out over time as data becomes available.	No changes required.

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Resident	E - Goal 3 & 4	n/a	in general I agree with the direction of the plan except for the dauntingly unattainable goals of reserving 50% of developable lands for nature and increasing the tree canopy to 40%. I understand that both of those are important. However, this will contradict the plan's other goal of making housing affordable. It will reduce the developable land thereby increasing its price. It is simple economics of supply and demand. If you limit the supply and the demand is growing (as you mentioned with increasing net migration) then the only factor left is for the price to increase. A higher land acquisition price for a developer would ultimately mean for that cost to be passed on to the consumer in the form of a higher priced home. This, as you can see, is a contradiction for two of the plan's goals.	Thank you for your comment. TransLink asked residents in 2019 about what they liked best about the region and the #1 answer (72% of respondents) was "Natural areas like parks and forests". When asked what concerned them most about the future, the #1 answer was housing affordability, followed by #2 traffic congestion, and #3 loss of green spaces. The need to address all three challenges will remain as our population grows. Metro 2050 aims for balance as our region grows - putting people and jobs in the right places, realizing efficiencies in the provision of infrastructure, protecting enough natural areas to ensure they continue to function for the health and wellbeing of current and future populations, and reducing risks from climate change and natural hazard impacts. Green space protection will also ensure these areas provide flood control, carbon storage, cooling and shading, which are imperative as our climate continues to change. Accommodating growth within a land-constrained region implies greater density of development. Urban Centre and FTDA policies prioritize growth and higher density residential development near transit and amenities in response to this limited land base, and as a way to improve affordability and create complete communities. Goal 4 further supports increased density and the supply of diverse ground-oriented and infill housing forms in existing low-density neighbourhoods, such as duplex, four-plex, townhouse, laneway/coach houses, and apartments as a way to improve affordability through increased supply.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Pooni Group (Blaire Chisholm)	E - Goal 4	2.2.9 d vi)	Metro Vancouver's directive for allowing residential on Mixed Employment designated land around Skytrain stations is that it needs to meet regional objectives, like the creation of affordable housing. This can be made into a requirement for member jurisdictions who are looking to implement this change – that all residential provided on Mixed Employment land must be rental or affordable ownership.	The proposed policy makes reference to the use of this provision 'where appropriate', and for the residential use 'with an emphasis on affordable, rental units'; it is up to the discretion of the member jurisdictions if the flexibility is used. The text has been refined for clarity and consistency.	Delete 2.2.9d)vi) and revise 2.2.9d)v) to read: "d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Pooni Group (Blaire Chisholm)	E - Goal 4	2.2.9 d vi)	Unfortunately, in recent history the mandate for housing was not something that member municipalities were expected to provide policy on, therefore a lot of development has occurred near transit that does not achieve our region's affordability needs. The ongoing affordability crisis in our region has seen local governments take on the mandate. There are policy tools that municipalities can adjust and apply to ensure that residential developments on Mixed Employment lands around Skytrain stations help add to the region's rental stock. This is an opportunity for Metro Vancouver to also respond to our region's affordability crisis, by ensuring policy language only permits rental or affordable ownership in a 400 m area of mixed employment designated lands.	The proposed policy makes reference to the use of this provision 'where appropriate', and for the residential use 'with an emphasis on affordable, rental units'. The 200 metre distance is intended to allow flexibility of use for sites in limited select situations (i.e. Employment areas) that achieve the defined criteria. There are many other opportunities to intensify sites within Urban Centres, such as lands that already have a regional General Urban designation. Metro 2050 includes many other policies to support TOD development in Urban Centres and FTDAs, many of which are at or near rapid transit stations. The text has been refined for clarity and consistency.	Replace policy text with: d) include policies for Employment lands that:… v) do not permit residential uses, except for: • an accessory caretaker unit; or • limited residential uses (with an emphasis on affordable, rental units) on lands within 200 metres of a rapid transit station and located within Urban Centres or Frequent Transit Development Areas, provided that the residential uses are located only on the upper floors of buildings with commercial and light industrial uses, where appropriate and subject to the consideration of municipal objectives and local context.
Hey Neighbour Collective	E - Goal 4	4.1.8	We were happy to see, on page 72 (4.1.8) that member jurisdictions will be asked to adopt regional context statements that c) identify policies and actions that contribute to the following outcomes [..]v) increased social connectedness in multi-unit housing. Section 4.1.8 is generally consistent with a number of the recommendations we made in our discussion paper to inform Metro 2050 (more below), but the specific outcome mentioned above is of course of direct interest for our work, and we look forward to continuing to collaborate with Metro Vancouver and member municipalities on it.	Thank you for your supportive comment.	No changes required.
BCNPHA	E - Goal 4	4.1.9	Regarding section 4.1.9, "prepare and implement housing strategies or action plans," this section misses the opportunity to incorporate thematic lenses for the accompanying analyses of said strategies and action plans, that focus on equity, GBA+, change in generational profile, etc.	While preliminary efforts have been made to incorporate enhanced equity outcomes into Metro 2050, this is an emerging area of inquiry and additional study and review are required. This will evolve over time and Metro Vancouver welcomes suggestions on how to ensure equitable implementation of the goals and strategies in Metro 2050.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
SFU - REM 642 Students	E - Goal 4	4.1.9 c)	More consideration for climate change as it relates to housing may also be beneficial. Buildings are a major source of Canadian greenhouse gas emissions. Recent extreme weather events have also recently devastated many British Columbians. Some consideration of both adaptation and mitigation to climate change would benefit this section.	Thank you for your suggestion. Consideration of climate change and resilience to natural hazards has been added to Policy 4.1.9 (c) relating to housing strategies/action plans.	Change 4.1.9c) to read: identify housing priorities, based on the assessment of local housing market conditions, household incomes, changing population and household demographics, **climate change and natural hazards resilience**, and key categories of local housing need, including specific statements about special needs housing and the housing needs of equity-seeking groups; and
BCNPHA	E - Goal 4	4.2.3 and 4.2.7 a)	There is a lack of clarity in relation to the regional target of 15% affordable rental housing in new and redeveloped housing in urban centres as it is not stated whether the target is meant to be achieved across the region as a whole or in each member jurisdiction individually. If the target is intended to be region-wide, the Strategy leaves room for municipalities to claim they have already “done their part” and not be held accountable for providing their share of affordable rental housing.	The aspirational regional target for affordable rental housing near transit will be measured at a regional scale, for a specific level of affordability that will be further defined through implementation, and will track newly completed purpose-built rental units within all Urban Centres and FTDAs. It is not a municipal-scale target, and further study will be undertaken to develop a methodology for measuring, monitoring, and reporting on this target following the adoption of Metro 2050.	Revise language for 4.2.3. to read: "Set a regional target that at least 15% of newly completed housing units built within all UC & FTDAs combined, by the year 2050, be affordable rental housing units. MV will monitor progress towards the target and review the target periodically." Revise language for 4.2.7a) to read: "Member jurisdictions will: Adopt Regional Context Statements that: indicate how they will, within their local context, work towards the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, by the year 2050, be affordable rental housing units."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
BCNPHA	E - Goal 4	n/a	Across Goal 4, there are some statements that seemingly undermine the impact and applicability of the Strategy: - In the initial statement of the Goal, it is said that households earning less than 80% of the Regional Median Household Income make up the majority of renters in the region. However, Affordable Housing is then defined as “housing that is affordable to households earning up to 120% of the Regional Median Household Income”. This leaves the majority of renters out of the equation, allowing profit-driven developers to focus their affordable housing contributions towards the higher earning households, that is, those earning closer to 120% of the Regional Median Household Income.	120% of the Regional Median Household Income ($85,000 based on the 2016 Census) includes the very low, low, and moderate income groups in our region, and is reflective of Metro 2050's vision to provide diverse and affordable housing choices that meet a variety of needs along the housing continuum. This definition also generally aligns with the affordable housing definitions of major funders and other municipalities/ jurisdictions.	No changes required.
Vancouver Resident	E - Goal 4	n/a	Your definition of 'affordable' stinks. It is not true that "in Canada, a general measure of housing affordability is the shelter- cost-to-income ratio, where no more than 30% of a household’s gross income is spent on housing (including all housing-related costs like utilities)". 30 percent of gross income (e.g. before tax) is OUTRAGEOUSLY HIGH. This 30 % historically was meant as a benchmark for when people were in desparate need of help with housing. My parents never spent such somes in the 1970s on housing 30% of income on housing means almost no space for saving, retirement, life chances or some time for travel (such as sabbatical or unpaid leave) or retraining. Using this formula is a recipe for creating middle class poverty.	In Canada, several public agencies such as the Canada Mortgage and Housing Corporation (CMHC) and BC Housing consider housing to be generally "affordable" if it costs no more than 30% of a household's before-tax income. Households who spend more than 30% of their income on housing are considered to be in core housing need, and households who spend more than 50% of their income on housing are considered to be in severe housing need. There are many definitions of "affordable housing" used by different organizations and jurisdictions, and that apply to various programs. The 30% ratio is one of the most commonly used when gearing housing costs to incomes.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	E - Goal 4	n/a	Require member municipalities increase the speed of their development applications, to reduce the cost of housing densification and development, therefore helping ease the overheated housing market.	The Province sets the regulatory planning framework for local governments in BC. In 2019, the Ministry of Municipal Affairs and Housing initiated the Development Approvals Process Review (DAPR), a province-wide stakeholder consultation, to address challenges and identify opportunities for improvement in the current development approvals process, and to support local governments in eliminating barriers to affordable housing and accelerate the construction of the homes they need in their communities.	No changes required.
Resident	E - Goal 4	n/a	It's a lot of advocacy and not a lot of action. The city could directly buy or appropriate land and housing from private individuals/corps that are exasperating tbe housing crisis and place serious market controls except you decide not to. You could also shaft people who own more than one house for obvious speculation and address the serious vacancy rates of condos due to their use as investment and AirBNB properties but you don't do that either. Ownershio here isn't low because people choose to rent, it's because it's the only option when so much of the property is owned by so few for renting and speculation. Where I live, my landlord also owns 4 houses that've been vacant for the oast 2yrs while she waits to sell them eventually. It's criminal.	Metro Vancouver plays a supportive role in regional housing policy. Local governments and the Province have implemented various measures to address speculation and the impact of short-term rentals on housing affordability. Policy 4.2.6 states that Metro Vancouver will advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	E - Goal 4	n/a	Take direct action instead of virtue signalling. Make vast and sweeping changes to property ownership and directly address the affordability crisis if you really care. Remove zoning controls separating commercial/residential, and allow "missing middle" type developments and lofts over commercial properties like on main/commercial drive.	Municipal zoning practices are outside the jurisdiction of a regional growth strategy and entirely within the purview of the member jurisdictions.	No changes required.
Richmond Resident	E - Goal 4	n/a	More infil housing needed in single family neighbourhoods. Banning large homes that fill single family lots. Moratorium on single family homes in favour of townhouses and co-ops. More integrated developed so that high rises are not going up next to single family areas. High rise-mid rise-townhouse	Municipal zoning practices are outside the jurisdiction of a regional growth strategy and entirely within the purview of the member jurisdictions. However, Metro 2050 encourages increased density and supply of diverse ground oriented and infill housing forms in low-density neighbourhoods, particularly near transit.	No changes required.
Vancouver Resident, Millennial, Renter	E - Goal 4	n/a	Housing--expand housing initiatives to more than just busy corridors--why do renters have to take the brunt of noise and pollution? We should be able to and allowed to live on quieter streets in the West end and East side (ex venebles to 12th ave), and the city should encourage this by allowing developers to build apartment complexes in the area. Just because you own a multi million dollar home doesnt mean you deserve a better quality of life. Noise pollution, environmental pollution has been linked to asthma development in youth, dementia development in elders...we deserve to be more than just a 'shield' to these upper class single-family-home areas.	Metro 2050 includes several policies aimed at reducing the exposure of residents to environmental noise and other harmful impacts (1.2.23, 1.1.9 d), 5.2.6 e)).	No changes required.
Vancouver Resident	E - Goal 4	n/a	More housing options - very limited supply right now, and if we are planning to increase employment growth then we need to match that with housing.	This is consistent with the Metro 2050 vision and many strategies and actions that work to expand the supply and diversity of housing.	No changes required.

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Resident - Richard Papiernik	E - Goal 4	n/a	The third and final structural constraint which requires reform, pertains to the federal capital gains tax on housing. As is, when a home owner sells their house, they are exempt from paying capital gains tax on their principle resident... "The cost the Canadian government of this handout [housing capital gains] to homeowners was $7.9-billion in 2016. In other words, the annual tax loss on this one handout in one year is greater than the $5.5-billion a year that the federal government is planning to spend on its national housing strategy for the next ten years." ... The twofold underlying problem is that housing is seen as a commodity, an investment, and not as a human right. Second, foreigner millionaires, billionaires and criminals are transferring their ill gotten gains into Canadian real estate. However, the United Nations recognizes housing as a human right... The housing disequilibrium needs to eliminate the profit motivate from speculative real estate transactions. In other words, tax evaders cannot be allowed to perversely use the housing capital gains exemption for their profit. Driving up unaffordable housing is not our Canadian way or value. Furthermore, proceeds of crime should never be rewarded with any tax exemption period! Consequently, the two part policy objective is to first, restore capital gains on housing. As described above, this would immediately add plus $7.9 billion+ annually into new tax revenue. However, this should also include family friendly exemptions, and a good starting point would be to examine and where appropriate, copy cat and crosswalk the current BC provincial Property Tax Exemptions into a pending BC Capital Gains exemption... In accordance with the principle of subsidiary, the second part is for the federal government to vacate the housing capital gains tax field, and to transfer this jurisdiction to the provinces. While on the surface this devolution may appear as shocking, the majority of homeowners would not be effected whatsoever by this required paradigm shift. Why? Because the majority of homeowners are not moving and not selling, but staying put where they live now. In addition, if and when they change ownership because of normal changing family life cycle circumstances, the pending exemptions would, indeed exempt them. This regime change is targeted towards investor and speculators. In turn, the new revenue from this new framework should subsequently be used for provinces to redress the housing crisis in their respective local government municipalities.	These policy issues are outside the scope of a regional growth strategy and within the jurisdiction of senior levels of government.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Laurie Marshall	E - Goal 4	n/a	I also know from the perspective and personal experience of being homeless and working with the homeless that alot more affordable housing is needed. There are so many shelters with very few beds when you look at how many people are homeless there isnt enough , and there are people who are homeless due to hardship, the pandemic , crappy landlords , and high rent costs . And then there are people who are homeless due to drug addiction , alcoholism, gambling addiction , and so forth . There needs to be a safe place for the people who are homeless that need a hand to get back on there feet and who dont want to be around people using or overdosing . I am 100% committed to being a voice for homelessness and being apart of the solution .	Thank you for your comment.	No changes required.
Hey Neighbour Collective	E - Goal 4	n/a	We are happy to see a much stronger focus on housing, particularly rental and affordable housing, inclusionary zoning, a stronger focus on renter protections, relocation policy, support for non-market housing providers, advocacy around expanded rent supplements, housing benefits and increases to shelter portion of income assistance, and more. Security of tenure is strongly associated with feelings of safety, belonging and social connectedness. Diverse, affordable options within communities that allow people to stay where they have roots as their needs change is critical to building social connectedness, but also to working towards an aging-friendly and equitable region that is resilient in the face of climate change and other stressors. We must prioritize reversing the unsustainable trend towards people moving further away from employment and education opportunities in order to find affordable, appropriate housing, locked in long, GHG-producing commutes that also decrease quality of life.	Thank you for your supportive comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
BCNPHA	E - Goal 4	n/a	Overall, we are encouraged by many of the elements included in the draft Metro 2050 Regional Growth Strategy. In particular, the Strategy makes a clear case for why a diverse, affordable, and robust housing system that spans the region is fundamental for a prosperous future. From our perspective, there are a variety of key components already incorporated into this document: - The commitment to social equity in planning and decision-making processes, including the examination of systemic and institutional practices and policies that produce and compound many of the housing challenges in the region. A focus on equity is critical in every sense of the word and could be integrated directly into the main goals of the Strategy. - The link between housing, the environment, and the economy is well established in the document. We know these elements both impact and are impacted by one another. The region will only be able to successfully plan for each individual element if the inter-connectedness of all three is adequately understood and accounted for. - The encouragement of all members to deliver a diversity of housing types across their communities. The zoning in Metro Vancouver undeniably founded in the province's history of colonialism, racism, ableism, and classism. Communities across Metro Vancouver have zoning regulations that uphold widespread economic exclusion of those who are unable to pay the increasingly out of reach sale and rental prices of homes. With strategies such as this, there is a significant opportunity to reverse this exclusionary trend. Opening all of our neighbourhoods to affordable, diverse housing stock is the only way to tackle the housing crisis and to build inclusive communities.	Thank you for your supportive comments.	No changes required.

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			Recognizing and planning for the fact that the existing purpose-built rental stock in Metro Vancouver is under threat is vital for addressing housing challenges in the region. Our analysis illustrates an alarming loss of affordable housing in the province. Between 2015 and 2019, 34,000 rental dwellings were lost in BC, while at the same time provincial government investment initiated just over 11,000 affordable homes. Although new homes were constructed through provincial investment, between 2015 and 2019, every 1 unit of provincially supported affordable housing developed, over 3 affordable homes in the private rental sector were lost. Any regional housing strategy must address this reality. - The focus on strategies to increase community acceptance and communicate the benefits of affordable and supportive housing development. With more and more housing getting the green light from senior levels of government, an increasingly concerning challenge to getting those homes built has come to the forefront of our work: local push back to new affordable homes by community members and elected officials. The regional government can play a role in educating local governments on the need for non-profit and diverse housing types and can help communities form strategies to address NIMBYism.		
Resident - Pitt Meadows	E - Goal 4	n/a	The region, and cities have been faced with those residents that express concern about housing in their neighbourhoods, referring to those who voice their opposition, as NIMBYs. Often, the usual public consultation process seems to be months and months of preparation by City staff, before giving 2 weeks notice to residents. Why has this process by City staff and other organizations continued for so long, and then expressing shock at neighbourhood responses? The Canada Mortgage and Housing Corporation's report 'Gaining Community Acceptance: Case Studies in Affordable Housing' (2006) suggests that proposed projects are finished earlier, and with less community opposition if there is 'early and ongoing discussion' with those who feel they will be affected. I have not heard of anyone wondering why there were such significant responses to proposed temporary modular housing sites except for citing the usual frustration at these NIMBY responses. Is the only conclusion to what happened in many neighbourhoods in our cities, region and province to label everyone who protested 'xenophobic'? Or, do the signs that were displayed stating 'No Public Consultation' indicating that many people in these groups did not understand why there was only 2 weeks notice before a Public Information Meeting. I was in attendance at several meetings around the region where questions were asked about the process used to inform neighbourhoods. I heard the frustration of residents. Many months of preparation before telling residents is not public consultation. It is just planning. The process needs to change.	The public consultation and public hearing processes related to proposed development projects and rezonings in local municipalities are not within the scope of a regional growth strategy.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
SFU - REM 642 Students	E - Goal 4	n/a	We believe that there should be some discussion of reconciliation in the housing plan, as many of the most housing-vulnerable Vancouverites are indigenous. We further believe that stronger considerations should be made for aging populations, such as physical accessibility. Further emphasis on those who are already homeless would also be beneficial. More meaningful plans for inclusive and participatory planning would improve this chapter.	Reconciliation with Indigenous Peoples is addressed in Section B (page 7) of Metro 2050, in relation to the entirety of the regional growth strategy. Goal 4 recognizes that a diverse mix of housing types and tenures that respond to an aging population, changing family and household characteristics, and a range of household incomes across the region is needed. To that end, Policy 4.1.8c)ii. encourages increased supply of family-friendly, age-friendly, and accessible housing. Policy 4.3.1 states that Metro Vancouver will accept Regional Context Statements that describe how local plans, strategies, and policies will meet the specific housing needs of lower income households, including the existing housing needs of populations experiencing or at risk of homelessness.	No changes required.
SFU - REM 642 Students	E - Goal 4	n/a	Further, there is little emphasis placed on the role of developers in the housing plan. Developers are a major part of the housing sector, and further discussion of their role in things like contributions to amenities would round out this objective.	Regional growth strategies are high-level, long-range policy plans. The private development sector is not an adopter or signatory to Metro 2050. Policy actions are assigned to Member Jurisdictions, Metro Vancouver, and TransLink only.	No changes required.
SFU - REM 642 Students	E - Goal 4	n/a	Again, we believe that more emphasis on implementation is needed. Much of the language here uses words such as “advocate”, “support”, and “monitor”. More emphasis should be placed on how these objectives will be accomplished, and what indicators will be used to monitor progress.	Metro Vancouver plays a supportive role in regional housing policy.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
"Resident Planner"	E - Goal 4 & 5	n/a	Goals 4 and 5 -- much new housing is being added as TOD. However TOD is demolishing older affordable rental -- new units built while some are described as 'affordable' rents are well above previous demolished rental units. Need to be clearer about doing a better job of capturing increased land values from transit for broader public good.	Goal 4 includes several policies to encourage retaining and renewing housing supply while mitigating impacts on tenants and rental affordability due to redevelopment (e.g. 4.2.7 b), c), d) i.-iv., 4.2.8 a). Policy 5.1.15 g) also highlights the importance of considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments.	No changes required.
Vancouver Resident	E - Goal 5	n/a	This is plan for skytrain based transit. It ignores the fact that a very large number of transit trips are now by bus and the bus system remains slow and stupid. The result is now--and will continue to be in the future-- that commute times by public transit, unless one is lucky enough to be able to get from point A to point B by skytrain--are horribly, abusively, slow. It still takes over an hour to travel from say Kitsilano to Hastings Sunrise by transit in Vancouver-- a trip that takes almost half as much time by bicycle.	TransLink's Transport 2050 includes investment across all transit modes, including SkyTrain, similar services, such as Light Rail and/or RapidBus, along with the Frequent Transit Network, custom transit services, and other transit forms.	No changes required
DNV Resident	E - Goal 5	n/a	There is a disconnect with Translink being involved here...when its board is the municipalities. Far too heavy handed	Thank you for your comment.	No changes required.
Tsawwassen Resident	E - Goal 5	n/a	I live in Tsawwassen and see no mention or consideration of improved transit (passive or otherwise) to the ferries or the community itself. There needs to be bike lanes through/ over/ around the tunnel. There needs to be better transit to the ferries as well as Ladner and Tsawwassen.	TransLink's proposed Major Transit Network (in Transport 2050) includes Express/Interregional connections into South Delta and the Tsawwassen ferry terminal.	No changes required.

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PoCo Resident	E - Goal 5	n/a	I would like to see a strong commitment to extending the Evergreen line from Coquitlam station to downtown Port Coquitlam. It will be almost impossible for the tri-cities to absorb up to 350 000 new residents over the next 30 years without much greater public transit investments, particularily in Port Coquitlam where the city council has expressed interest in having the approximately 2km sky train extension built and has set aside land for a future sky train extension. Rapid bus service just simply cannot handle the numbers of riders that a sky train extension could nor will Port Coquitlam be able to become a truly dense uurban hub without a direct sky train connection from Port Coquitlam to the rest of the Metro Vancouver region. I am a long time resident of Port Coquitlam and a frequent transit user. I would like to continue living in Port Coquitlam and see it become a more dense, liveable city and a sky train extension to downtown Port Coquitlam is the key to that.	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond).	No changes required.
Resident	E - Goal 5	n/a	More funding should be found to build several lines at the same time, perhaps through development levies (e.g. Capstan way) or other means. Areas should be built with climate resiliency in mind, where things like greenspace, AC, EV-charging, and redundancy are all considered. The proposal for mixed industrial-residential is interesting, I'm curious to see how it'll impact the types of industries that can operate (i.e. nothing too noisy, smelly, etc.).	Thank you for your comment. Metro 2050 includes a number of new actions to address matters such as transit funding, climate resilience, and electric vehicle charging.	No changes required.
Vancouver Resident	E - Goal 5	n/a	I think the regional parking strategy is very important to implement. Road / congestion pricing (ie. to enter the metro core) should also be considered at a regional level.	Thank you for your comment. Metro 2050 includes policies that support transportation user-based pricing as a means to manage transportation demand.	No changes required.
Resident	E - Goal 5	n/a	Port Coquitlam absolutely needs a skytrain extension. It would be extremely efficient and connect an entire municipality to the skytrain system for very little additional investment.	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond).	No changes required.

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Steveston Resident, kids in Ladner	E - Goal 5	n/a	I think you are way out on your estimates of giving up cars and taking transit. You will get us into electric vehicles, but there will not be enough spent on TransLink to allow the majority of us to leave cars behind. Getting groceries and many of our local trips are just not conducive to transit or biking. Thus the idea of creating road congestion will not force us to abandon cars for many necessary trips.	Thank you for your comment.	No changes required.
Steveston Resident, kids in Ladner	E - Goal 5	n/a	The Massey tunnel replacement is simply inadequate. The new plan will have three traffic lanes in rush hour the same as we currently have. Three lanes simply doesn't come close to handling today's traffic never mind traffic in 2030 with many thousands of additional people south of Fraser and the increased truck traffic to the port.	Thank you for your comment.	No changes required.
Vancouver Resident, Millennial, Renter	E - Goal 5	n/a	Transit--making transit feel cleaner would be a big start to getting ridership back to pre-pandemic levels. It often feels dirty when using the skytrain or busses. Ensuring affordability for all is also a concern. Less cops on transit too, screw them.	Thank you for your comment.	No changes required.
Resident	E - Goal 5	n/a	No Above ground open parking in urban areas Reduced parking requirements in urban areas Use alternative to asphalt in urban areas - to reduce volatile organic compounds	The Regional Parking Strategy proposed in 5.1.6 will assess off-street parking requirements and costs associated with surface parking lots.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Richard Papiernik	E - Goal 5	n/a	We are at the start of transformative change in reducing and eliminating fossil fuel external combustion engine vehicles and moving toward electric vehicles. The gas tax on electric cars and trucks is zero. We can predict that there is an inverse relationships whereas as electric vehicles increase, the gas tax revenue will correspondingly decrease. This is not rocket science. Conceptually, it is perplexing to square a circle with applying indexing to a shrinking Fund. In other words, an indicator of a successful green agenda would be eliminating gas vehicles altogether, with the intended consequences of also sunsetting the entire gas tax regime... Next, here are a few innovative policy ideas to investigate. In keeping with the fiscal principle of subsidiary, the federal government should vacate the gas tax arena, and transfer the entire program to the provinces. The federal government should transfer the current “tax room” to each province; consequently the revenue continues, but under provincial jurisdiction on a self funded basis. In other words, it would be revenue neutral. As is, the Canada Community Building Fund is allocated on a per-capita basis. This suspiciously looks like a perverse equalization transfer payments program, and while I agree with this principle, it is constitutionally authorized (Reference: Constitution Act, 1982,s. 36(2) It is also appropriately financed by the Goods and Services Tax (GST). Detailed research is required to quantify the federal gas taxes previously collected, and redistributed in BC. I suspect BC has not received back its fair share. To close on this issue, chopping out the federal government would reduce red tape and increase provincial, regional district and municipal control. In fact the current Metro Vancouver regional district allocation model could still continue in a better modified form if appropriate. Also, provincial governments must respect the principle of subsidiarity, and indeed decentralize this program to regional and local governments when within their management capacity. Finally, BC tax payers understand that a gas tax is for roads and bridges primarily, and would also accept expenditures for public transportation. This cost neutral strategy means that we have nothing to loose.	Thank you for your comment.	No changes required.
Resident - Laurie Marshall	E - Goal 5	n/a	I personally take the bus and think that a long term plan for skytrains would help amazingly for low income families , then we arent paying twice to just go one zone .	TransLink's proposed Major Transit Network (in Transport 2050) is a long-term vision for SkyTrain and similar services, such as Light Rail and/or RapidBus.	No changes required.
Resident - Derek Cross	E - Goal 5	n/a	I would love the Skytrain to come to PoCo because then I could actually go to downtown Vancouver or Burnaby and not have to worry about how I will get home or having to worry about having too good of a time and having to pay for $100+ uber/taxi ride.	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond).	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Andriy Baranskyy - Port Coquitlam	E - Goal 5	n/a	I have read an article about 2050 Regional Planning in TriCity News (https://www.tricitynews.com/local-news/will-there-be-skytrain-port-coquitlam-councillors-grill-metro-vancouver-over-30-year-vision-4469991). To be honest, I am a little disappointed not to see firmer commitments to extending SkyTrain to downtown PoCo and/or increasing the frequency of the West Coast Express. Without either of the option, residents are being forced into car ownership increasing congestion and CO2 emissions. A more convenient and flexible way of getting to Vancouver in the afternoon/evenings and on the weekends (as well as to travel within the TriCities) would benefit the local economy and would make local residents consider having one car instead of two cars per family. I understand that there is a lot of congestion on the CP tracks past Port Moody into downtown, but having a more frequent service between Coquitlam C and PoCo (and beyond to Mission) would be helpful. I find the argument by one of the councillors that current plans are based on the pre-pandemic ridership statistics somewhat inappropriate. While it's true that ridership has declined (as people want to avoid getting sick), ridership is likely to pick up when the pandemic subsides and Translink provides more convenient and flexible options. If you need inspiration, look at urban planning conducted in Dutch suburbs, or even take Ontario's GO as an example. Hoping for some bold moves!	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond).	No changes required.
Resident - Rob Kugi	E - Goal 5	n/a	Please continue skytrain eastward to Port Coquitlam. The Lougheed hwy. Is a log jam rendering buses useless!	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond).	No changes required.
SFU - REM 642 Students	E - Goal 5	n/a	COVID-19 saw a rise in anti-asian racism, including physical attacks against asians in Metro Vancouver. We believe that increased safety measures for racialized groups is important.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
SFU - REM 642 Students	E - Goal 5	n/a	We believe more emphasis should be placed on equitable transportation, including a full, measurable equity and justice strategy for scaling up transit. Under-served communities may benefit from increased subsidization of transit, and ensuring linkages to areas with less available public transit. Lastly, we believe that the plan should place some emphasis on transit for seniors specifically, so that they are able to age in place.	Policy 5.1.14 (f), among other Metro 2050 policies, will be updated to reflect the need for transportation facilities that serve all ages and abilities.	No changes required - the necessary "all ages and abilities" updates are covered in other tabs of this spreadsheet.
SFU - REM 642 Students	E - Goal 5	n/a	Again, identifying and monitoring measurable indicators would help with the implementation of this plan.	There are targets associated with Urban Centres and FTDAs as well as new regional targets being introduced with Metro 2050 pertaining to lands for nature, urban tree canopy cover and affordable rental housing development in Urban Centres and FTDAs. Section G of the strategy also sets out the 29 performance monitoring metrics associated with RGS strategies and policies. Metro Vancouver must report out on progress towards these measures annually.	No change required
Resident - Day Care Provider	E - Goal 5	n/a	We need to link Fraser Valley areas to SkyTrain. Nothing else will do. WestCoast doesn't cut it. Please, if you haven't, read Leslie Kern's book: "Feminist City". I wish it wasn't called that, it details how cities are not designed for caregivers, typically women. Such a good read. And Tim Gill has a great book, "Urban Playground". Cities designed for children with lots of green spaces, work for everyone.	While TransLink's investment plans must be consistent with the provisions of Metro 2050, decisions about new transit routes and technology are administered by them.	No changes required.
Tsawwassen Resident	G - Performance Monitoring	n/a	The direction of the plan is vague with no measurable outcomes or targets.	There are targets associated with Urban Centres and FTDAs as well as new regional targets being introduced with Metro 2050 pertaining to lands for nature, urban tree canopy cover and affordable rental housing development in Urban Centres and FTDAs. Section G of the strategy also sets out the 29 performance monitoring metrics associated with RGS strategies and policies.	No change required

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
BCNPHA	G - Performance Monitoring	n/a	The section on "Performance Monitoring" for "Goal 4: Provide Diverse and Affordable Housing Choices" is quite limited relative to the other goals included in the section. While tracking the percentage of new and redeveloped affordable rental housing along with household spending on housing are two critical pieces for understanding the progress of the Strategy, we believe the inclusion of more indicators would be beneficial. For example, tracking the type of new units (e.g. non-profit, private, co-op, number of bedrooms, housing for Indigenous peoples, accessibility, family-oriented units, etc.) would provide a much deeper understanding of any progress made and assist with illuminating unmet need. Further, given the Strategy's projections on the aging population in the coming decades, housing with wrap around supports to accommodate this growth needs to be accounted for as well (including type of housing, accessibility, etc.).	Apart from the regional growth strategy, Metro Vancouver publishes the Matrix of Municipal Measures for Housing Affordability and Diversity and a Housing Data Book which compiles housing-related data and indicators from many different sources. In addition, to accompany Metro 2050 Performance Monitoring, we will be introducing new Annual Housing Reports – to provide an annual update on housing-related statistics across the region, as well as a comparison between the projections and forecasts made by Metro Vancouver against actual trends observed across the region. Data will be provided at municipal, sub-regional, and regional levels. As well, the feasibility of providing data for urban centers and growth corridors will be explored. We will also provide Census-based reports that include custom cross-tabulated data that is not normally available on Statistics Canada's website.	No changes required.
Vancouver Resident	General	n/a	I want to exercise more by walking and not driving. But Richmond to Guildford should take 30minutes, not 2 hours around the long way. Vancouver (Oakridge) to Coquitlam shouldnt take 2 hours either. These would be an easy 20 minute trip in Tokyo but not here.	TransLink's proposed Major Transit Network (in Transport 2050) includes an extension of the Millennium Line to Broadway-City Hall (and beyond) and Express/Interregional connections between Richmond and Surrey.	No changes required.
"Resident Planner"	General	n/a	Improve references to links between goals --after all they are interrelated.	Where required, policy actions have been cross referenced.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	General	n/a	It seems like none of the things have anything to do with Metro Vancouver and everything to do with the City's themselves, the Province, or Translink	A regional district is a federation of member jurisdictions who all sign on to a regional growth strategy. TransLink is also a signatory to Metro 2050. Collaborative effort across all levels and orders of government are required to achieve the regional vision articulated in Metro 2050. All of the goals and strategies are assigned actions for Metro Vancouver, member jurisdictions or TransLink.	No changes required.
Resident	General	n/a	Lots of words with no actions honestly. None of what you said under housing affordability for example is going to do anything for housing affordability. So much 'encourage' or 'plan' or 'help' - all meaningless rhetorical words.	Thank you for your comment. Metro Vancouver plays a supportive role in regional housing policy and there are many parties involved in and must work collaboratively to advance new affordable housing in the region.	No changes required.
Vancouver Resident	General	n/a	There is nice language about complete communities and climate change. But the underlying numbers around housing are just more of the same thinking that got us into the current predicament. The plan seems to be working to preserve single family housing through Burnaby and Vancouver and pushing new migrants and youth into Surrey, exacerbating long commutes. The earmarking of growth is effectively pushing growth into disaparate suburbs, which will undermine efforts to create sustainable communities near where people work. How about naming individual cities, like Vancouver, and showing you don't plan on having much more growth allocated there?	Metro 2050 encourages the distribution of the majority of the region's projected housing and job growth into a series of transit-oriented Urban Centres and FTDAs around the region, where infrastructure can best support it. There are many policies that encourage transit-oriented growth and urban containment and every member jurisdiction implements the regional growth strategy's strategies based on their own respective context.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Resident	General	n/a	So how about starting again and envisioning the majority of city of Vancouver with townhouses and apartments built to 6 or 8 stories-- in the style of Copenhagen, Amsterdam or Paris--in neighbourhoods within walking, biking, or electric micromobility from where the job cores are. Imagine housing for people not overlooking congested thoroughfares, so they are not subject to horrible noise and air pollution. Imagine new transit systems built to serve that population density. Imagine a strong role for governments in profiting from upzoning (rather than developers) to build state owned housing. Imagine golf courses repurposed as community gardens and parks.	Metro 2050 supports the creation of compact, complete, connected, healthy, and multi-modal communities with access to a range of services and amenities, including parks and provides the context for local implementation. Member jurisdictions will find different ways of achieving this vision within their local context.	No changes required.
DNV Resident	General	n/a	There is too much weight or stake given to municipal mayors or bureaucrats in defining this plan. Most people elect their council for local issues...not to trust them to have their constituents interests in mind. There needs to be other significant public representation and input	The Metro 2050 Engagement Plan outlined multiple opportunities for public input. A regional district is a federation of member jurisdictions who all sign on to a regional growth strategy. TransLink is also a signatory to Metro 2050. Collaborative effort across all levels and orders of government are required to achieve the regional vision articulated in Metro 2050. All of the goals and strategies are assigned actions for Metro Vancouver, member jurisdictions or TransLink.	No changes required.
DNV Resident	General	n/a	Speaking of waste management - there is no reference here as to how to get alignment from municipalities on handling waste. Brutally inefficient	Thank you for your comment. Waste management is outside of the scope of the RGS. You may wish to consider providing comments during the Solid Waste Management Plan update process.	No changes required.
DNV Resident	General	n/a	The plan also makes no mention of how MV is going to reduce its size or make more efficient. You are way too costly from a individual tax roll holder...for services delivered	Metro 2050 is a land use policy plan and the comment is outside of the scope of the regional growth strategy.	No changes required.
DNV Resident	General	n/a	Metro Van is way too bureaucratic and needs to refocus to its core areas (noted above). From a planning perspective, MV gives too much weighting to regional municipalities and needs to get broader and deeper public engagement	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	General	n/a	More growth should be put into Vancouver, not less. People want to live there, and many love the Vancouverism model. The model should be expanded into other areas of the city (not just a few places), and single-family neighbourhoods should be carefully upzoned. It would be very irresponsible to continue further sprawling out into suburbs when there is so much land available in Vancouver. Stop worrying about politics, just make the right move and let more people live in Vancouver (albeit responsibly, with good open spaces + transportation + design).	Thank you for your comment.	No changes required.
Tsawwassen Resident	General	n/a	There is extremely little emphasis or discussion about strategies towards truth and reconciliation or inclusiveness of our Indigenous communities.	While Metro 2050 includes more content related to Indigenous perspectives and planning considerations we acknowledge that additional ongoing work is required in this regard. Metro Vancouver as a federation and organization is exploring opportunities and will continue to do so.	No changes required.
White Rock Resident	General	n/a	The plan looks well developed at a high level to provide direction to the member local governments.	Thank you for your supportive comment.	No changes required.
PoCo Resident	General	n/a	The Metro 2050 plan is overall an excellent plan for helping to fight climate change and provide for denser, more liveable communities.	Thank you for your supportive comment.	No changes required.
Resident	General	n/a	I partly agree with the geneal direction of the plan - but it doesn't go far enough to solve urgent issues. Press further, be more aspirational.	Thank you for your comment.	No changes required.
24 yr old resident	General	n/a	I think it's important to focus on densifying existing lands and preserving industrial and ALR land.	Thank you for your supportive comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	General	n/a	I want to see the city I call home actually be an enjoyable and easy place to live in. This region is one of the most beautiful and natural environments ever and I want to see the region live up to its potential and make the most out of the land it's been given.	Thank you for your comment.	No changes required.
Resident	General	n/a	The cities and municipalities have constantly increased their fees for housing development and servicing. They have levied extra charges on to developers in the name of affordable housing, tree protection, streamside protection just to name a few. However, where are the funds collected by cities being used? Is there accountability for those funds? How many homes have been built by the cities from the funds they've collected? Can we see those numbers? How is this in favour of making housing affordable for the average Canadian? Who is auditing the cities?	Municipal fees related to development are not within the scope of a regional growth strategy.	No changes required.
Resident	General	n/a	Balancing the preservation of employment space with more housing across the entire affordablity spectrum is a key issue for our region.	Thank you for your comment.	No changes required.
Resident	General	n/a	I do not support Anmore going from Rural to Urban. Anmore and Belcarra have only 2 Emergency escape routes. We do not have the infrastructure to support Anmore South. (Rural to Urban) In a disaster (Fire, Slide, Flood) people would potentially be trapped. Lives could be lost.	Metro 2050 does not change the Regional Land Use Designation map that is included in Metro 2040.	No changes required.
Resident	General	n/a	In the long run it makes sense to run a skytrain line down lougheed hwy through Port Coquitlam. I'm talking about the North side of the CP rail yard. Then when the day comes to hook up with Maple Ridge it will make sense why we went down lougheed hwy instead of following the CP rail mainline. The CP rail mainline takes a huge turn as it enters maple ridge then follows the Fraser river. Nobody lives on the side that the river runs down plus it would be bad for the health of our river, not to mention the maintenance cost of constantly dealing with a river being near any structures. Follow Lougheed Hwy it's where all the ridership will be.	TransLink's proposed Major Transit Network (in Transport 2050) includes both Major Transit Network and Express/Interregional connections between Coquitlam and Maple Ridge (and beyond). Although the specific alignment for the transit infrastructure has not yet been selected, Metro 2050 includes a Major Transit Growth Corridor along Lougheed Highway. This MTGC encourages secondary planning work in support of population/job growth and service expansion along this key regional corridor.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Roger Delage	General	n/a	Help! Help! The argument that Surrey (and short-sighted council) should alone determine our land development ignores the fact that we are part of a larger geographical and political unit. We in Surrey especially are quickly losing our trees, open spaces, farmland, habitats, fresh air, the night sky, everything that makes life in BC special. Paving over what's left of Paradise is a sad fact here. The Regional plan is our only hope in maintaining some of our landscape and agricultural self-sufficiently. We need your help in preserving a better quality of life and the environment for the future.	Thank you for your comment.	No changes required.
BCNPHA	General	n/a	The Strategy accounts for The many First Nations communities which have been stewards of The lands that form this region since time immemorial but does not make note of The significant population of urban Indigenous peoples who live in every pocket of Metro Vancouver. Working with local First Nations and understanding The regional government's role in regards to federal reserve lands is a fundamental component of planning work in The region but this work does not automatically account for all Indigenous residents of The region. urban Indigenous peoples who are not connected to a First Nation are consistently erased from strategic planning processes such as this. Given Canada's enduring legacies of colonization and assimilation policies continue to affect generations of Indigenous peoples, only through meaningful engagement with urban Indigenous peoples and housing/service providers which enables by Indigenous, for Indigenous solutions, can The rights of all Indigenous peoples be claimed and upheld.	Thank you for your comment. Metro Vancouver looks forward to continuing to work with local Indigenous nations and individuals to deepen our understanding of Indigenous perspectives, strengthen relationships, and move forward with our reconciliation journey.	No changes required.
Resident - Day Care Provider	General	n/a	Yes, absolutely. More diverse housing, transit, etc. Please. I need a place to go in a few years, with easy transit to Specialists offices, etc. I am tired of driving in gridlock. Even worse is walking in it, alone, or with daycare children. Driving is ridiculous now. As part of that, my 20-somethign kids need to move out. They have degrees. But can't afford to live: home and expenses. I know well paid citizens who can't afford to buy. I feel I can't afford to move.	Thank you for your supportive comment.	No changes required.
Resident - Valerie Ball, Hazelmere RV Park	General	n/a	More study needs to be done on the Environmental Act revolving around the rivers that run through these areas	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Valerie Ball, Hazelmere RV Park	General	n/a	I am a permanent resident, 62 years old..representing 400 other permanent residents, in hazelmere RV park at 8th and 188th in Surrey.. where people have lived for up to 40 years. I myself have lived here for 6 years. We are not an RV park or campsite, we live permanently in these spots and are covered by the residential tenancy Board. We are feeling passed over in these meetings. If our park has been contacted they have not told us about anyting... They do not have our best interests at heart.	Thank you for your comment.	No changes required.
Resident - Valerie Ball, Hazelmere RV Park	General	n/a	according to the map and all Zoom meetings and Council meetings we have listened to and watched, that our Park has been excluded from development. Then I just read where the "area in question" includes us??? North to 20th, South to 8th ,West to 186and East to196.. when did that get snuck in??? We are being abused in our Park by a company that would like us all to leave so that we could get developed. Reading this has sickened everyone... how is it possible that this area is now included?? Did money Exchange hands ??? We saw no variance applications. Or changes to the zoning bylaw. I hope you can explain this to the 400 people permanently living here what's going on..Thank you Valerie Ball	Thank you for your comment.	No changes required.
Resident - Pitt Meadows	General	n/a	The RGS document helps me understand the region and the policies and the processes that are followed.	Thank you for your supportive comment.	No changes required.
Resident - Pitt Meadows	General	n/a	I am thankful for the many ways that Metro Vancouver helps cities with the basics, such as the supply of water, taking care of liquid waste and helping us all understand and adjust to climate change. I am very thankful for all the efforts of so many to provide 'services and solutions for a livable region'.	Thank you for your supportive comment.	No changes required.
SFU - REM 642 Students	General	n/a	Our interest is as young, engaged, planning students, and residents of Metro Vancouver. We wan to see sustainable and equitable growth in our region. We also want to see equity, diversity, inclusion, social, and environmental justice at the heart of regional planning. The future of this region is our future too.	Thank you for your comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Richard Papiernik	General	n/a	In closing, the federal status quo gas tax, immigration and housing capital gains jurisdictions freezes the ability of the province of BC, regional governments and local governments to manage multi emergencies. To reiterate, "According to the subsidiarity principle advanced by the European Union, taxing, spending, and regulatory functions should be exercised by the lowest order of government (the government closest to the people) unless a convincing case can be made for assigning these to higher orders of government. (Source: Introduction: Principles of Fiscal Federalism, Anwar Shah, page 8. Finally, I would like to end with a famous quotation. "If we keep doing the same thing, we will keep getting the same result." One should be terrified with the same result, where business as usual will end in failure. Thank you for the opportunity to provide comments on the Metro 50 Regional Growth Strategy.	Immigration policy, capital gains taxes, and gas taxes are all outside of the scope of a regional growth strategy.	No changes required.
Resident	General	n/a	No. I see different priorities for success in Metro Vancouver. 1) Reclaim more industrial land to develop higher paying jobs. This quest for "complete communities" by having more little shops with low paying jobs does not improve the economy or anyone's lives. We are heading for hyperinflation, so who will waste money on these jobs. 2) Deal with the escalating crime and drug problems that lead to more crime. Because of easy to get welfare and social housing, Metro attracts addicts from the rest of the province and Canada. They consume more tax dollars and services, and divert our tax dollars towards drug purchases that fuel the criminal industry. It's time to get people into treatment and back working. If you have to work and not get welfare, Metro will be less attractive to this population. 3). I do not want to live in a box in a tower beside transit. I do not like government collectivizing people and having control of how they can move around and shop. I do not agree with government's socialist agenda to control and limit my life. 4) I do not like "equity" housing where towers of drug addicts are dispersed into nice neighborhoods so they can be ruined. 5) These directions are taking away from my life and health. 6) Socialism stifles creativity. I think talented people will leave B.C. I think we will see emigration away from B.C.	Thank you for your comment	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - 18 years old	General	n/a	I am 18 years old and hoping to stay in the city I grew up in. Metro Vancouver is the most beautiful region in the world close to mountains and the sea. I hope the region creates many more complete communities and escapes from the trap of car dependence that requires dedicating tons of money and street space to cars. That would help affordability, which is really my biggest concern. I want everybody that loves Metro Vancouver to be able to afford to live here. I want to be able to raise a family here without moving to a for-out suburb where I have to drive everywhere. I don't think that's good for me or the climate.	Thank you for your comment.	No changes required.
Louise Schwarz - Recycling Alternatives	General	n/a	Yes, specifically agree with the following components: -stronger protection for Industrial lands; stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts; -more explicit integration of equity outcomes related to inclusive jobs and complete communities -protection for Industrial Lands, close to transit hubs to support sustainable worker commute into light industrial areas that provide inclusive green jobs. -stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts	Thank you for your supportive comment.	No changes required.
Resident - Day Care Provider	General	n/a	Housing: affordable, 15 minute city Transit: connecting MetroVan, not just bigger cities...all of us. Movement: we need to be able to safely move (active transport) throughout city. Adults and children. I love nature.	Thank you for your comment.	No changes required.
SFU - REM 642 Students	General	n/a	In general, yes. The Metro 2050 is ambitious and has many laudable goals that we support. Our feedback is intended to fill in gaps and improve areas where we took issue.	Thank you for your comment.	No changes required.

ATTACHMENT 6

Metro 2050 Comment Letters and Emails Listed in Order Logged

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Coquitlam

November 25, 2021
Our File: 13-6440-01/000/2021-1
Doc #: 4264126.v1

Chris Plagnol, Corporate Officer / Director Board and Information Services
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

VIA EMAIL: chris.plagnol@metrovancouver.org

Dear Mr. Plagnol:

RE: City of Coquitlam Comments on Draft Metro 2050 Regional Growth Strategy

Please be advised that at the November 22, 2021 Regular Meeting of Council for the City of Coquitlam the following resolution was adopted:

> That Council forward the report of the General Manager Planning and Development dated November 12, 2021 and entitled "City of Coquitlam Comments on Draft Metro 2050 Regional Growth Strategy" to the Metro Vancouver Regional District Board of Directors for consideration, with copies to member municipalities, expressing the City of Coquitlam's concerns, including the overly prescriptive targets and language, inadequate timelines for review, and the need to increase support for office growth in Urban Centres rather than only focused on the Metropolitan core.

Please find enclosed a copy of the report of the General Manager Planning and Development dated November 12, 2021 entitled "City of Coquitlam Comments on Draft Metro 2050 Regional Growth Strategy".

Should you have any questions or require further information with respect to this matter please contact me directly at 604-927-3016 or slam@coquitlam.ca.

Yours truly,

Stephanie Lam
Legislative Services Manager

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File #: 09-3710-01/000/2021-1 Doc #: 4264126.v1

Coquitlam

For Council

November 12, 2021
Our File: 13-6440-01/000/2021-1
Doc #: 4230494.v2

To: City Manager
From: General Manager Planning and Development

Subject: **City of Coquitlam Comments on Draft Metro 2050 Regional Growth Strategy**

For: **Council**

Recommendation:

That Council forward the report of the General Manager Planning and Development dated November 12, 2021 and entitled "City of Coquitlam Comments on Draft Metro 2050 Regional Growth Strategy" to the Metro Vancouver Regional District Board of Directors for consideration, expressing the City of Coquitlam's concerns, including the overly prescriptive targets and language, inadequate timelines for review, and the need to increase support for office growth in Urban Centres rather than only focused on the Metropolitan core.

Report Purpose:

This report seeks Council endorsement to provide official comments from the City of Coquitlam to Metro Vancouver Regional District (MVRD) in regards to the draft *Metro 2050* regional growth strategy as part of the official comment period.

Strategic Goal:

The ongoing collaboration with MVRD and fellow member jurisdictions in the development of *Metro 2050* supports the strategic goal of 'Excellence in City Governance'.

Background:

MVRD has been undertaking a review of the current *Metro 2040* regional growth strategy. This update, known as *Metro 2050*, began in 2019 and anticipates completion in 2022. The regional growth strategy provides a long-term vision and set of goals guiding changes across the region between now and 2050. The *Metro 2050* update to the regional growth strategy represents a continuation of planning which dates back to the Livable Region Strategic Plan of the 1990s.

Since the beginning of the *Metro 2050* update process, MVRD, Coquitlam and other municipalities and stakeholders have assessed the existing regional growth strategy, conducted policy reviews, and updated growth projections through MVRD's staff-level Intergovernmental Advisory Committee (IAC) and the Regional Planning Committee for elected officials.

The structure of *Metro 2050* is significantly similar to the current regional growth strategy, including a vision and five goals. Each goal has subsidiary strategies and policy actions to guide MVRD, TransLink, and member jurisdictions, like Coquitlam.

The draft *Metro 2050* update was issued by the MVRD Board for comment at the end of June. MVRD has also sent two delegations to Coquitlam to present and discuss the *Metro 2050* update directly with Council. The first delegation was on May 17, 2021, while the second was on November 1, 2021.

Discussion/Analysis:

Staff have undertaken a thorough and interdepartmental review of the draft *Metro 2050* update to the regional growth strategy. In addition to the staff review, Council has had two opportunities to relay comments, concerns and questions to MVRD delegations presenting to Council-in-Committee. This feedback has been collected in detail in Attachment 1, and is summarized in this section:

- Regional employment remains concentrated within Vancouver's metro core, meaning longer, more congested, and more polluting commutes for many residents. Measures in *Metro 2050* should more directly support new jobs in urban centres, such as Coquitlam, through policy, advocacy, and investment in infrastructure and services.
- Coquitlam accommodates a high share of regional growth and is expected to continue to do so in the future. The high growth rate may be an obstacle to achieving other *Metro 2050* goals, like increasing tree canopy coverage or lands protected for nature, and additional supports and flexibility should be extended to Coquitlam and other high growth cities.
- The *Metro 2050* update includes a number of challenging regional targets, such as 15% affordable rental housing in certain growth areas and 40% tree canopy coverage within the Urban Containment Boundary. There is concern about how these targets were derived and tested, as well as questions of feasibility, flexibility, and local geographic distinctions.
- The Province issued the "Opening Doors: Unlocking Housing Supply for Affordability" report in summer 2021. This report, generally supported by Coquitlam, includes a goal of increasing housing supply for the region. There is concern that some *Metro 2050* policy actions may inadvertently work against the goals of this report, and should be assessed with this in mind.
- A number of the strategies and policy actions within *Metro 2050* are highly detailed and directive. Given the long-term, regional nature of the document, it may be appropriate to scale back certain details and allow for greater flexible at the municipal level, recognizing that local government is better suited to flesh out the details within their own communities.

- The overall timeline to review and provide commentary on the draft *Metro 2050* update is challenging, with only five months available to coordinate feedback across the City and region. Coquitlam supports taking additional time to enable fuller review of this important document which will set regional direction for the coming decades.

Finally, based on staff level discussions between the City and MVRD, a series of minor notes on *Metro 2050* will be provided separately. This is intended to give the more significant comments noted above more prominence and enable more efficient workflows. The minor comments pertain to matters such as typographical errors, clarification of terms and metrics, and simplifying language.

Next Steps:

Subject to Council support of the recommendation in this report, staff will provide formal comments from the City of Coquitlam on the draft *Metro 2050* update to the regional growth strategy to the MVRD Board ahead of the November 26, 2021 deadline for public comments.

Following receipt of public comments, MVRD staff will assess the feedback and the timeline. Subsequent revisions to *Metro 2050* would occur prior to consideration of the document by the MVRD Board at a first and second reading and a public hearing in early 2022. Member jurisdictions, including local municipalities like Coquitlam, would then need to adopt the regional growth strategy update prior to the final adoption by the MVRD Board, expected by summer 2022.

Future work items following final approval and adoption of *Metro 2050* would include collaboration with MVRD and regional partners on Implementation Guidelines and an update of the City of Coquitlam's Regional Context Statement to reflect *Metro 2050*.

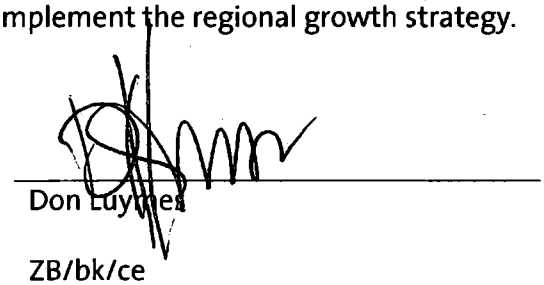
Financial Implications:

There are no immediate financial impacts related to this report. Following anticipated adoption of *Metro 2050*, Community Planning staff resources will be need to be allocated to support the update to the City's Regional Context Statement, which will be accommodated within the annual operating budget.

Conclusion:

Providing formal feedback from the City of Coquitlam on *Metro 2050* is an important step in ensuring our voice is heard at the regional level. It supports Coquitlam's ongoing involvement in regional planning and collaboration with other partners within the MVRD federation and supplements past advice and discussion from both City Council and staff

that has occurred throughout the process. Coquitlam staff will continue to liaise and work with MVRD through subsequent steps to update and implement the regional growth strategy.



Don Luymes

ZB/bk/ce

Attachment:

1. City of Coquitlam *Metro 2050* Feedback (Doc# 4246806)

This report was prepared by Zak Bennett, Senior Planner, and reviewed by Genevieve Bucher, Director Community Planning.

November XX, 2021
Our File: 13-6440-00/08-001/1
Doc #: 4246806.v1

Heather McNell, General Manager, Housing and Regional Planning
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

VIA EMAIL: heather.mcnell@metrovancouver.org

Dear Ms. McNell:

RE: City of Coquitlam *Metro 2050* Feedback

The City of Coquitlam would like to express its thanks to you and your team for the ongoing opportunity to engage and provide feedback on the draft *Metro 2050* update to the regional growth strategy. In addition to the staff-level conversations that have been occurring throughout the process, Metro Vancouver has also provided direct engagement with our city Council through delegations to the May 17 and November 1, 2021, Council-in-Committee meetings.

We are encouraged by the commitments to listen and respond to the comments and concerns of member jurisdictions such as ourselves. This is reflected in changes made between the previous and current draft *Metro 2050*. In that same spirit, this letter provides official feedback from the City of Coquitlam, approved by Council resolution at the November 22, 2021. We look forward to continued collaboration and are available for further discussions through the next steps of the *Metro 2050* process and subsequent implementation efforts.

Staff have identified the following feedback to-date:

- The continued concentration of employment in the Metropolitan Core increasingly means longer commutes, more congestion, and higher levels of air pollution. This works against other goals identified in *Metro 2050*. Language within the regional growth strategy (For instance, 1.2.1, 1.2.16, and 1.3.6) should more aggressively support employment in other Urban Centres in the region in tandem with supporting community services and amenities. This would enable more efficient usage of transportation and other infrastructure in support of regional goals.

- Coquitlam has been and is expected to remain a city of high population growth in the regional growth strategy, as the Tri-Cities are again expected to accommodate a large population increase (Table 1). While Coquitlam is supportive of planning and accommodating a higher share of regional growth, policies in *Metro 2050* should include additional recognition, flexibility and supports for Coquitlam and similar municipalities who take the brunt of regional growth.

- The 15% regional affordable rental housing target (4.2.3) within Urban Centres and Frequent Transit Development Areas should be reframed to better reflect the challenges and economics underlying the target. Current development within Coquitlam adjacent to the Evergreen Line can achieve this mark, however there may be potential burdens on some local governments with existing area plans. Further, it is unclear if the 15% target has been tested for economic viability or how this will be measured over time. The policy, and concomitant advocacy from Metro Vancouver to the federal and provincial governments, should explicitly recognize that additional supports from senior governments may be necessary to achieve this target.

- The 40% regional tree canopy coverage target (3.2.1 b) within the Urban Containment Boundary is an area of concern. Local conditions vary significantly across the region, including geographic size, presence of significant parks and green space, and anticipated growth. Coquitlam is expecting above-average population growth which may impact its ability to contribute to the 40% canopy target. The policy should acknowledge that local context and achieving other regional goals may conflict with the tree canopy target. Further, additional testing of this target should occur prior to its adoption to measure feasibility.

- Provincial government released the "Opening Doors: Unlocking Housing Supply for Affordability" report in summer 2021. On the whole, Coquitlam supports increasing housing supply as one means to improve affordability. *Metro 2050* policies should be reviewed to ensure that they don't lead to inadvertent conflicts with the "Opening Doors" recommendations.

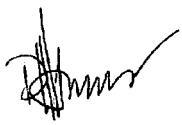
- Some policy actions are highly detailed and directive, particularly in consideration of *Metro 2050* as a long-term regional document. We suggest that it is more appropriate that these areas are vested with local governments, who are best equipped to know and determine local needs and context. Examples include requiring communities to identify strategies to increase community acceptance of different housing types (4.3.7 b), increasing social connectedness (4.1.8 c. vi) or high-quality urban design (4.1.8 c vii). With respect to these directions, wording should be softened to "consider" or "explore" in lieu of "require" or similar language.

- The tight timeline of the *Metro 2050* process makes detailed and meaningful review by member jurisdictions challenging. There is also a risk that revisions stemming from the five month public comment period will be difficult for Metro Vancouver staff to accommodate in the coming months. Coquitlam encourages Metro Vancouver to take sufficient time to review and revise inputs on the *Metro 2050* regional growth strategy update, even if this means a delay to the anticipated adoption of the *Metro 2050* update in early 2022. The regional significance of the document means timing is a crucial consideration.

Additional minor comments inclusive of editorial notes, simplifying language, clarifying performance monitoring metrics, and definition of terms have been provided directly to Metro Vancouver staff. For brevity and clarity, they are omitted from this letter.

Coquitlam staff are available to discuss any of the aforementioned feedback or process. Should you have any questions or require further information with respect to this matter please contact Genevieve Bucher, Director of Community Planning at 604-927-3490 or gbucher@coquitlam.ca.

Yours truly,



Don Luymes
General Manager, Planning and Development

cc – Mayor and Council
Peter Steblin, City Manager
Raul Allueva, Deputy City Manager
Jerry Dobrovolny, Commissioner / CAO Metro Vancouver
Sean Galloway, Director of Regional Planning Metro Vancouver

PORT MOODY
CITY OF THE ARTS

100 Newport Drive, Port Moody, B.C., V3H 5C3, Canada
Tel 604.469.4500 Fax 604.469.4550
www.portmoody.ca

November 24, 2021

File: 01-0480-20-03

Via email: regionalplanning@metrovancouver.org

Metro Vancouver
Regional Planning and Housing Services
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: Draft *Metro 2050* – The Regional Growth Strategy

At the Regular Council meeting held on November 23, 2021, Council considered the attached report dated November 10, 2021 from the Community Development Department – Policy Planning Division and passed the following resolution:

> *RC21/488*
> THAT the staff comments on the draft Regional Growth Strategy, *Metro 2050*, as summarized in the report dated November 10, 2021 from the Community Development Department – Policy Planning Division regarding Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy be endorsed;
>
> AND THAT staff be directed to submit the comments to Metro Vancouver;
>
> AND THAT Port Moody Council support policies to strengthen Urban Containment Boundaries.

Sincerely,

Tracey Takahashi
Deputy Corporate Officer

Encl.

City of Port Moody
Report/Recommendation to Council

Date: November 10, 2021
Submitted by: Community Development Department – Policy Planning Division
Subject: Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy

Purpose
To provide a summary of the draft *Metro 2050* Regional Growth Strategy and related staff comments.

Recommended Resolution

THAT the staff comments on the draft Regional Growth Strategy, *Metro 2050*, as summarized in the report dated November 10, 2021 from the Community Development Department – Policy Planning Division regarding Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy be endorsed;

AND THAT staff be directed to submit the comments to Metro Vancouver.

Background
Metro Vancouver's Regional Growth Strategy (RGS) is the collective vision for how growth will be managed in the region to support the creation of complete, connected, and resilient communities. This includes diverse and affordable housing, the efficient provision of urban infrastructure such as utilities and transit, sustainable economies, protection of ecological, agricultural, and industrial lands, the impacts of a changing climate, preventing urban sprawl, and more. *Metro Vancouver 2040: Shaping our Future* (*Metro 2040*) is the current RGS for the Metro Vancouver region and was adopted in 2011 by 21 municipalities, TransLink, and adjacent regional districts.

Metro 2050
In 2019, the Metro Vancouver Board initiated a comprehensive update of *Metro 2040*. The purpose of the update is to extend the Regional Growth Strategy to the year 2050, to consider drivers of change, to improve policies, and to integrate with TransLink's upcoming regional transportation strategy, *Transport 2050*.

Between April 2019 and June 2021, Metro Vancouver undertook research, workshops, and dialogue with member jurisdiction staff, elected officials, First Nations, the Province, organizations and agencies, the public, and other regional stakeholders to gather input and incorporate it into the draft *Metro 2050*. Metro Vancouver and member jurisdictions have also

worked in close partnership through a series of policy reviews, meetings, and the *Metro 2050* Intergovernmental Advisory Committee to identify strengths and gaps in the Regional Growth Strategy. Additionally, Metro Vancouver and member jurisdictions have been collectively seeking to improve and update the strategy to better meet the needs of members, while further addressing growing regional challenges.

The draft *Metro 2050* was released and referred by the Metro Vancouver Regional District Board of Directors to member jurisdictions in June 2021 and remains open for comment until November 26, 2021. Metro Vancouver staff presented the draft *Metro 2050* to Port Moody Council on November 16, 2021. The purpose of this report is to provide associated staff comments for Council endorsement to submit to Metro Vancouver for consideration of incorporation into the draft *Metro 2050*.

Discussion

The draft *Metro 2050* remains focused on five regional goals, supported by strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to implement. The five goals are:

1. create a compact urban area;
2. support a sustainable economy;
3. protect the environment and respond to climate change and natural hazards;
4. provide diverse and affordable housing choices; and
5. support sustainable transportation choices.

The draft *Metro 2050* Executive Summary (**Attachment 1**) provides a concise summary of each of these goals. The full draft *Metro 2050* is available at: Draft Metro 2050 (metrovancouver.org)[1]

Metro 2050 and the City of Port Moody

City staff have participated in several Metro Vancouver engagement initiatives to contribute to the draft *Metro 2050*. This includes staff participation in the following Metro Vancouver committees and sub-committees:

- Regional Administrative Advisory Committee (RAAC);
- Regional Planning Advisory Committee (RPAC);
- Intergovernmental Advisory Committee;
- RPAC Housing Subcommittee;
- RPAC Social Issues Subcommittee;
- RPAC Environment Subcommittee;
- RPAC Invasive Species Subcommittee;
- Regional Engineers Advisory Committee (REAC);
- REAC Climate Protection Subcommittee;
- Regional Parks Advisory Committee;
- Regional Economic Prosperity Committee; and
- Regional Cultural Development Advisory Group.

[1] http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf

From fall 2019 to spring 2020, Metro Vancouver staff held workshops and meetings with members of the Metro Vancouver Regional Economic Prosperity Advisory Committee (now the Invest Vancouver Advisory Committee) as part of the engagement process for the development of the Metro Vancouver Industrial Lands Strategy. Some of the key topics discussed that are found in the draft *Metro 2050* plan include the identification and protection of Trade-Oriented lands, consistent and appropriate uses on industrial lands, and land use policies specific for Urban Centres or Frequent Transit Development Areas.

Staff are supportive of the content in the draft *Metro 2050* Regional Growth Strategy and have provided minor comments in each of the five goal areas for Metro Vancouver to consider incorporating into the final version (**Attachment 2**).

Other Options

THAT staff incorporate the following comments into **Attachment 2** to forward to Metro Vancouver for consideration into the draft *Metro 2050*…

Financial Implications

There are no financial implications associated with this report.

Communications and Civic Engagement Initiatives

There are no communications or civic engagement initiatives associated with consideration of the draft *Metro 2050* Regional Growth Strategy.

Council Strategic Plan Objectives

The goals and associated actions in the draft *Metro 2050* Regional Growth Strategy are consistent with the 2019-2021 Council Strategic Plan strategic priorities of Environmental Leadership, Healthy City, Economic Prosperity, and Community Evolution and the goals outlined in the Port Moody Climate Action Plan.

Attachments

1. Draft *Metro 2050* Executive Summary.
2. Draft *Metro 2050* Staff Comments.

Report Author

Jess Daniels
Policy Planner

Report Approval Details

Document Title:	Proposed Comments on the Draft *Metro 2050* Regional Growth Strategy.docx
Attachments:	- Attachment 1 - Draft *Metro 2050* Executive Summary.pdf - Attachment 2 - Draft *Metro 2050* Staff Comments.pdf
Final Approval Date:	Nov 16, 2021

This report and all of its attachments were approved and signed as outlined below:

Mary De Paoli, Manager of Policy Planning - Nov 10, 2021 - 2:16 PM

Kate Zanon, General Manager of Community Development - Nov 10, 2021 - 2:21 PM

Tracey Takahashi for Dorothy Shermer, Corporate Officer - Nov 12, 2021 - 9:39 AM

Rosemary Lodge, Manager of Communications and Engagement - Nov 13, 2021 - 9:04 AM

Paul Rockwood, General Manager of Finance and Technology - Nov 14, 2021 - 10:49 AM

Tim Savoie, City Manager - Nov 16, 2021 - 9:19 AM



EXECUTIVE SUMMARY

DRAFT Metro 2050
The Regional Growth Strategy

What is a Regional Growth Strategy?

A regional growth strategy is a long-range, strategic land use plan aimed at advancing the region's livability and sustainability by managing anticipated growth. Regional growth strategies align projected long-term growth with transportation and infrastructure planning while protecting agricultural, green spaces, and industrial lands. These strategies are authorized under the *BC Local Government Act*.

About Metro Vancouver's Regional Growth Strategy

Metro Vancouver is updating *Metro Vancouver 2040: Shaping our Future (Metro 2040)*, the regional growth strategy. The update is called *Metro 2050*. Since its adoption in 2011, *Metro 2040* has been a strong and effective tool representing the regional federation's collective vision for livability and managing growth anticipated to come to our region over the long term.

Metro Vancouver's regional growth strategy was co-created with member local governments and other regional agencies, and is periodically reviewed and updated. Many of the goals, actions, and tools that are working well in *Metro 2040* will remain unchanged in *Metro 2050*.

The current update extends the strategy to the year 2050, integrates with *Transport 2050*, the update to the regional transportation strategy, and responds to critical issues such as climate change, social equity, resilience, and housing affordability.

How we got to the draft *Metro 2050*

Between April 2019 and June 2021, Metro Vancouver engaged closely with member jurisdictions, TransLink, the provincial ministries, First Nations, other regional organizations and agencies, adjacent regional districts, subject matter experts, and the general public. Collaboratively through this process, a number of emerging issues, gaps, and opportunities were identified, and the content of *Metro 2050* was drafted to reflect that engagement.

Metro 2050 Vision

Metro Vancouver is a region of diverse and complete communities connected by sustainable transportation choices where residents take pride in vibrant neighbourhoods that offer a range of opportunities to live, work, play, and learn, and where natural, agricultural, and employment lands are protected and enhanced.

Shaping long-term growth and development in the region is essential to meeting this vision in a way that protects the natural environment, fosters community well-being, fuels economic prosperity, provides local food security, improves social equity, provides diverse and affordable housing choices, ensures the efficient provision of utilities and transit, reduces greenhouse gasses, and contributes to resiliency to climate change impacts and natural hazards.

Metro 2050's Five Goals

Metro 2050 contains five regional goals which are supported by corresponding strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to carry out.



Goal 1: Create a Compact Urban Area

Metro 2050 reinforces the established framework of concentrating growth into compact, walkable, complete communities, where development is transit-oriented, and people can access a range of housing choices that are close to jobs, amenities, and services.

STRATEGIES

- Contain urban development within the Urban Containment Boundary
- Focus growth in Urban Centres and along Transit Corridors
- Develop resilient, healthy, connected and complete communities
- Protect Rural areas



Goal 2: Support a Sustainable Economy

Metro 2050 protects important job lands and supports the land base, location choices, and transportation integration required to nurture a healthy business climate for both the traditional and emerging economies. Agricultural lands are protected to support local food security.

STRATEGIES

- Promote land development patterns that support a diverse economy and employment opportunities close to where people live
- Protect the supply, and efficient use of, Industrial lands
- Protect the supply of agricultural lands and strengthen agricultural viability

REGIONAL PLANNING GUIDING PRINCIPLES

Metro 2050 is guided by the following five well-established regional planning principles:

1. Put growth in the right places (urban centres and transit corridors)
2. Protect important lands (food, ecological and job lands)
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure (utilities and transit)



Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Metro 2050 protects the unique and vital natural environment, and takes action to respond to climate change by reducing greenhouse gas emissions and improving regional resilience to climate change and natural hazards.

STRATEGIES

- Protect and enhance Conservation and Recreation lands
- Protect, enhance, restore and connect ecosystems
- Encourage land use, infrastructure and settlement patterns to reduce energy consumption and greenhouse gas emissions
- Encourage land use, infrastructure and settlement patterns that improve resilience to climate change impacts and natural hazards

Goal 4: Provide Diverse and Affordable Housing Choices

Metro 2050 draws greater attention to the importance of housing as a key component of growth management, and establishes region-wide objectives for increasing housing supply, diversity, and affordability, particularly in transit-oriented locations.

STRATEGIES

- Expand the supply and diversity of housing
- Expand, retain, and renew rental housing supply and protect tenants
- Meet the housing needs of lower income households and those experiencing or at risk of homelessness





Goal 5: Support Sustainable Transportation Choices

Metro 2050 supports transit-oriented urban forms with a range of sustainable transportation choices including expanding opportunities for transit, walking, and cycling. It supports efficient goods movement and job growth in the region's employment areas and urban centres, while reducing greenhouse gas emissions.

STRATEGIES

- Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
- Coordinate land use and transportation to support the efficient movement of vehicles for passengers, goods and services

Anticipated Growth

Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of **3.8 million by the year 2050**. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that time.

What's New/Proposed?

Much of the content in *Metro 2050* will be the same as *Metro 2040*, and the 'big moves' reflect engagement and feedback from member jurisdictions, other regional agencies, the Province, First Nations, and the public. You will see:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors'
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on Employment lands near rapid transit stations
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts
- Aspirational regional targets for the federation to collectively work toward for affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover
- Improved integration of social equity outcomes
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs

Metro 2050 Regional Targets

98%
of growth within the Urban Containment Boundary

Growth to Urban Centres

40% of dwelling unit growth → ← **50%** of employment growth

Growth to Frequent Transit Development Areas

27% of dwelling unit growth → ← **28%** of employment growth

CO_2 Reduce greenhouse gas emissions by **45% below 2010** levels by the year 2030 and achieve a **carbon neutral region** by the year 2050

NEW

Protect **50%** of land for nature

Achieve **40%** tree canopy cover within urban areas

15% of new and redeveloped housing in Urban Centres and FTDAs will be affordable, rental housing

OPPORTUNITIES TO PROVIDE FEEDBACK

A draft version of *Metro 2050* was released for public comment in June 2021. Metro Vancouver welcomes comments from municipalities, organizations, First Nations, and members of the public by **November 26, 2021**.

Please send your comments to:

Online feedback form: metrovancouver.org/metro2050

Email: regionalplanning@metrovancouver.org

Mail: Metro Vancouver Regional Planning and Housing Services
4730 Kingsway, Burnaby, B.C. V5H 0C6

metrovancouver
Together we make our region strong

Attachment 1 – Staff Comments for draft *Metro 2050* Regional Growth Strategy

Goal 1: Create a Compact Urban Area

Policy 1.2.24 b) Include policies for Urban Centres and Frequent Transit Development Areas that:
x) consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms of commercial, light industrial; and only within 200 metres of rapid transit stations, consider residential uses (with an emphasis on affordable, rental units) on upper floors

Staff comment: Consider rewording to make more clear/less awkward.

Policy 1.2.24 d) with regards to Actions 1.2.16 and 1.2.24 c) ii), include a definition of "non-residential Major Trip Generating uses" that includes, but is not limited to, the following uses: office or business parks, outlet shopping malls, post-secondary institutions, and large-format entertainment venues;

Staff comment: Clarify whether "non-residential Major Trip Generating uses" would include parks or other regional destinations (e.g. Brewers Row).

Policy 1.3.7 f) consider, when preparing new neighbourhood and area plans, the mitigation of significant negative social and health impacts, such as through the use of formal health and social impact methods in neighbourhood design and major infrastructure investments; and

Staff comment: Would appreciate any resources to support the development of health and social impact assessments.

Table 3 GUIDELINES FOR URBAN CENTRES AND FREQUENT TRANSIT DEVELOPMENT AREAS (page 34)

Staff comment: – Minimum densities for Corridor and Station Area FTDAs are not that dense; could potentially accommodate single family building forms (small lots with laneway homes and secondary suites); may be worth specifying what building forms are desired and consider increasing the minimum density noted.

Goal 2: Support a Sustainable Economy

Policy 2.2.9 b) identify Trade-Oriented lands, if applicable, with a defined set of permitted uses that support inter-regional, provincial, national, and international trade (e.g. logistics, warehouses, distribution centres, transportation and intermodal terminals) and location needs (e.g. large and flat sites, proximity to highway, port, or rail infrastructure) on a map consistent with the goals in the regional growth strategy. Strata and/or small lot subdivisions on these lands should not be permitted.

Staff comment: Confirm this policy applies only to private lands.

Policy 2.2.9 c) include policies for Industrial lands that: **i)** consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;

Staff comment: Define clear categories of what industrial uses are to help assist in this interpretation.

Policy 2.2.9 c) include policies for Industrial lands that: **iv)** encourage improved utilization and increased intensification/densification of Industrial lands for industrial activities, including the removing of any outdated municipal policies or regulatory barriers related to development form and density;

Staff comment: Clarify what intensification/densification of Industrial lands means.

Policy 2.2.9 c) Adopt Regional Context Statements that: **vi)** explore municipal industrial strategies or initiatives that support economic growth objectives with linkages to land use planning;

Staff comment: Consider whether this is a necessary action to include as it is very open-ended and everything is linked to land use planning.

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Goal Introduction (page 53)

Staff comment: Would be beneficial to include the potential impacts that extreme weather and natural hazards can have on greenhouse gas emissions, e.g. extreme heat may increase energy consumption and emissions (ensure that actions address this).

Policy 3.2.1) Implement the strategies and actions of the regional growth strategy that contribute to regional targets to: **b)** increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.

Staff comment: Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate.

Policy 3.2.2) Implement the Metro Vancouver Ecological Health Framework, including relevant actions to: a) collect and maintain data, including the Sensitive Ecosystem Inventory, tree canopy cover, imperviousness, and carbon storage datasets; report on gains and losses and climate-related impacts on ecosystems; and share these datasets with member jurisdictions; and

Staff comment: Consider including datasets on green (built) infrastructure as an important component of the Ecological Health Framework.

Policy 3.3.6) Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:
a) in the building sector,
iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;

> Staff comment: Consider including another subset action to advocate and/or work with the Provincial government to require climate resilient buildings. Confirm if financial incentives are only offered for climate resilient buildings.

Policy 3.3.6) Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:
a) in the building sector,
vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon building products;

> Staff comment: Consider stronger language for this action, e.g. “advocate for legislation to allow local governments to voluntarily set embodied emissions targets for new construction”.

Policy 3.3.6) Advocate to the Federal Government and the Province to establish and support legislative and fiscal actions, that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality, such as:
b) in the transportation sector,

> Staff comment: Consider advocating for zero emissions vehicle sales targets for medium and heavy-duty vehicles to accelerate the ZEV transition in multiple sectors.

General Comment for Metro Vancouver role:

> Staff comment: Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements.

Policy 3.4.1) Incorporate climate change and natural hazard risk assessments into the planning and location of Metro Vancouver utilities, assets, operations, and other critical infrastructure.

> Staff comment: Consider the operational and embodied impact of GHG emissions in hazard risk assessments.

Policy 3.4.2) Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:

> Staff comment: Consider the operational and embodied impacts on emissions in all of the subset actions.

Goal 4. Provide Diverse and Affordable Housing Choices

Policy 4.1.8 Adopt Regional Context Statements that: a) indicate how they will work towards meeting estimated future housing needs and demand, as determined in their housing needs report or assessment;

Staff comment: Consider incorporating housing continuum language.

Policy 4.1.8) Adopt Regional Context Statements that: b) articulate how local plans and policies will meet the need for diverse (in tenure, size, and type) and affordable housing options;

Staff comment: Consider incorporating full spectrum of housing continuum to ensure there are no gaps.

Goal 5: Support Sustainable Transportation Choices

Policy 5.1.14) Adopt Regional Context Statements that identify land use and transportation policies and actions that:

Staff comment: Suggested new wording for preamble: "Adopt Regional Context Statements that identify land use and transportation policies and actions, consistent with promoting a sustainable modal hierarchy, that:"

Policy 5.1.15) In support of coordinated land use and transportation to encourage transit, multiple occupancy vehicles, cycling and walking:

Staff comment: Consider including a new role for Translink "work toward multi-modal hubs at major transit facilities that create public amenities (e.g. bike share, secure bike parking, public washrooms) and retail opportunities".

Policy 5.2) Metro Vancouver will:

Staff comment: Consider including a new role for Metro Vancouver: "Advocate to the Province to support the development of transportation system management strategies such as [see 5.2.7 c) for list]."

Policy 5.2.5) Advocate to the Federal Government and the Province to support the safe, reliable, and efficient movement of vehicles for passengers, goods, and services through:

c) local government funding programs for applied research into transportation system and demand management-related technologies, policies, and regulations to optimize the low-carbon movement of vehicles for passengers, goods, and services, in particular to and from airports, ports, intermodal goods handling facilities, last mile delivery, and distribution centres for e-commerce;

Staff comment: Clarify that this applies to infrastructure expansion for transit; is transit considered a transportation demand management alternative?

General Comment for Goal 5:

Staff comment: Consider including new policies that relate to how *Metro 2050* will address the impact of autonomous vehicles.

Draft Metro 2050 Comment Opportunity

RECOMMENDATION:

That the report, titled "Draft Metro 2050 Comment Opportunity" dated November 16, 2021 containing the City of Port Coquitlam's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration.

PREVIOUS COUNCIL/COMMITTEE ACTION

The City of Port Coquitlam, along with 21 other municipalities, TransLink and adjacent regional districts, adopted the Metro 2040 regional growth strategy in 2011. The City updated its Official Community Plan with a Regional Context Statement showing consistency with the regional plan in 2013.

REPORT SUMMARY

This report brings forward a summary of the key changes and updates captured in the draft Metro 2050 Regional Growth Strategy. Staff's comments on the plan from a regional point of view as well as some Port Coquitlam context. Overall, the draft regional plan is consistent with Port Coquitlam's smart growth planning framework. The report identifies the following areas to provide comment to Metro Vancouver, such as:

- adjusting the Major Transit Growth Corridor map as it applies to the Lougheed Highway, and
- adjusting the regional targets of 15% of new dwellings in Urban Centres and Frequent Transit Development Areas being affordable rental housing and achieving a 40% tree canopy target.

BACKGROUND

The regional growth strategy (RGS) is a long-range, strategic land use plan that sets a vision for how growth is to be managed across the region, with the intent of ensuring that growth is sustainable and that livability is maintained and enhanced.

The RGS is implemented through the Regional Context Statements in the Official Community Plans of member jurisdictions. *Metro 2040: Shaping our Future* was adopted in 2010, and Port Coquitlam updated its Regional Context Statement in 2013, to show how the OCP responded to and was in aligned with the regional plan.

Metro Vancouver has been in the process of drafting an updated plan since 2019, and Port Coquitlam staff have been engaged through an Intergovernmental Advisory Committee. The update extends the time horizon of the plan to 2050, works to better integrate with regional transportation planning (Transport 2050), and responds to emerging issues like climate change, resilience, equity, and housing affordability.

The updated regional plan continues to include regional land use designations for all parcels (unchanged), an urban containment boundary (unchanged), and includes a broader range of overlays such as different kinds of urban centres, frequent transit development areas (FTDAs), trade oriented lands, and natural resource areas. Major Transit Growth Corridors along parts of TransLink's new Major Transit Network are introduced as an organizing principle, where new FTDAs may be identified by municipalities. The plan includes updated population, dwelling and job projections for the region and subregions.

The five goals of the draft plan, which each have corresponding strategies, are as follows:

1. Create a compact urban area;
2. Support a sustainable economy;
3. Protect the environment and respond to climate change and natural hazards;
4. Provide diverse and affordable housing choices; and
5. Support sustainable transportation choices.

Metro Vancouver has referred the draft plan to the City for formal comments, which are due by November 26, 2021. Member jurisdictions such as Port Coquitlam will need to consider adopting the updated regional plan by resolution when the final version is brought forward in the new year. The City will then have two years to update its Regional Context Statement, which will need to show consistency between the City's OCP and the RGS.

DISCUSSION

The Regional Picture:

The draft RGS expands existing policy in the following areas:

- Climate action through reductions of greenhouse gas emissions: this theme is integrated across all five goals.
- Bolstering climate change and natural hazard resiliency: the draft RGS contains greater emphasis on adaptation actions such as encouraging local flood hazard policies, discouraging new development in areas with unknown and unmitigated hazards.
- Promoting and supporting affordable housing: A new goal is included in the draft plan and new strategies that solely address housing. This includes the need to expand supply of transit oriented and affordable housing supply, expansion of housing supply to meet various needs, protecting renters, providing options for people experiencing or at risk of homelessness. The draft plan identifies a 15% target for affordable units in new development in urban centres and FTDAs.
- Protecting and connecting nature: two new regional targets for all member municipalities to work towards while respecting the context of their local community such as protecting 50% of the land base for nature, expand the tree canopy from 32% to 40%.

New policy areas include:

- Actions related to Indigenous relations and working toward reconciliation: the draft plan acknowledges of indigenous territory, new policies supporting better coordination and collaboration.
- Major transit growth corridors and supporting coordinated transit-oriented development: introducing a major transit growth corridor map that replaces the existing frequent transit network. Draft policies will direct growth within to member identified transit development areas.
- Integrating social equity: draft policies that support greater social equity in the region particularly as it relates to housing affordability, renter protection, expansion of green infrastructure, child care, climate resiliency and development of complete communities.

Consistency with Port Coquitlam Planning Framework:

The draft updated plan is seen to be in alignment with the smart growth principles that are at the foundation of Port Coquitlam's OCP, and will continue to inform the updated OCP. The following aspects of the draft updated plan are worth noting from a Port Coquitlam perspective, and will be explored in greater detail when the City develops an updated Regional Context Statement following adoption of an updated RGS.

1. Focusing growth in urban centres and FTDAs

Port Coquitlam's current Regional Context Statement suggests 20% of the City's growth could be accommodated in the downtown, which is the only geography with a regional designation in Port Coquitlam at this time. The City's OCP also identifies the following areas for focusing significant growth:

- Mixed use and apartment growth is anticipated under existing land use designations in the Northside Centre. This area is likely not eligible for an Urban Centre designation as it is not on the Major Transit Network.
- High and medium density transit-oriented development is anticipated in the Frequent Transit Development lands in Westwood north, which is not currently designated as an FTDA in the regional plan.

The regional plan continues to include targets of focusing 40% of the region's dwelling unit growth and 50% of the region's employment growth in Urban Centres, and 28% of dwelling unit growth and 27% of employment growth in FTDAs. These are regional targets and each municipality is asked to contribute towards them but not necessarily meet or exceed them. Approaching these targets in Port Coquitlam would be challenging without applying new regional designations to at least one of our growth areas.

The Lougheed Highway corridor is identified in the regional plan as a Major Transit Growth Corridor, which creates the potential for future FTDA designation within 1 km of the centreline of the road in both directions. Staff have commented throughout the plan update process that there are limitations to growth potential along the Lougheed, particularly on the south side where rail yards provide an

important goods movement function and housing and job growth is not anticipated. Staff have cautioned against mapping the growth corridor where municipal policy does not support growth.

When a new Regional Context Statement is developed, it may be appropriate to apply the regional station-area FTDA designation to the Westwood/Woodland Frequent Transit Development lands. In order to do so, the area needs to be designated a Major Transit Growth Corridor.

2. **Contributing to regional targets**

The updated plan includes more regional targets, such as a regional tree canopy target of 40%, a regional affordable rental housing target of 15% within urban centres and FTDAs, a regional conservation target of 50% (reflecting the "nature needs half" principle), and updated regional greenhouse gas emissions reduction targets. Port Coquitlam's targets on these issues tend to be lower, though several will be revisited through current and future planning processes such as the urban forest management plan, the Climate Action Plan and the OCP update. In addition, these targets are regional in nature, and the draft plan does not require that each municipality individually meet the target, but rather works towards contributing to the regional goal.

The target of 15% affordable rental housing within Urban Centres and FTDAs would be particularly challenging for the City to contribute towards. Recent and on-going non-market rental projects are anticipated to provide a significant amount of new affordable rental housing in the City, and they were supported in part because they were proposed in transit-accessible locations in close proximity to amenities. However, the majority of the units will not be in Urban Centres or FTDAs. To come close to the regional target, the City would need to significantly increase its inclusionary zoning requirements (which require 10% of bonus density to be in the form of non-market rental housing), or provide municipal lands at no cost or nominal leases. Staff will continue to discuss with Metro Vancouver whether the regional target could be broadened from the Urban Centre and FTDA geography to include all new development within the Urban Containment Boundary.

FINANCIAL IMPLICATIONS

N/A

OPTIONS (✓= Staff Recommendation)

	#	Description
✓	1	Submit comments to Metro Vancouver as described in the report on the draft Metro 2050 Regional Growth Strategy.
	2	Direct staff to provide additional comments on the draft Metro 2050 Regional Growth Strategy.

ATTACHMENTS

Attachment 1 – Draft Metro 2050

Lead author(s): Meredith Seeton

Contributing author(s): Lisa Grant

From:	City of Pitt Meadows
To:	RPH - Regional Planning
Subject:	Metro 2050 document - Agriculture section
Date:	Wednesday, November 10, 2021 4:35:17 PM

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Dear Metro 2050 team

As a City Councillor, I attend on our Agricultural Advisory Committee. As such, I often hear concerns around burdensome regulations placed upon our farmers by multiple levels of government. These regulations threaten the success and viability of farming. For this reason, I would like to suggest additional point be included section 2.3.

2:3:12 Metro Vancouver will intentionally reduce and simplify regulations placed on Agriculture where possible. Metro Vancouver will advocate for provincial and federal governments to do the same and will advocate for regulations in the region and across levels government to be streamlined and in agreement where possible.

As you know, Pitt Meadows is a farming community, therefore I believe that this addition is very important to my constituents. I hope this suggestion or something similar is amenable to you and that it will be added to the important vision document - Metro 2050.

Sincerely,

Councillor
City of Pitt Meadows
12007 Harris Road
Pitt Meadows, BC V3Y 2B5
Cell: 604.945.4510
CONFIDENTIALITY NOTICE: If you choose to respond to this email, any emails received by the City are subject to the Freedom of Information and Protection of Privacy Act and may be released or shared in accordance with the law. This electronic transmission, and any documents attached to it, may contain confidential information belonging to the City of Pitt Meadows. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance upon the contents of this information is prohibited. If you have received this transmission in error, please notify the sender immediately and delete the message and all documents.

Agricultural Land Commission
201 – 4940 Canada Way
Burnaby, British Columbia V5G 4K6
Tel: 604 660-7000 | Fax: 604 660-7033
www.alc.gov.bc.ca

November 12, 2021

Reply to the attention of Shannon Lambie
ALC Planning Review: 46758

Chris Plagnol
Director, Board and Information Services, Metro Vancouver
Chris.Plagnol@metrovancouver.org

DELIVERED ELECTRONICALLY

Re: Metro 2050: Regional Growth Strategy

Thank you for forwarding a draft copy of *Metro Vancouver 2050: Regional Growth Strategy* (the "Draft") on July 22, 2021, for review and comment by the Agricultural Land Commission (ALC). The following comments are provided by ALC staff to help ensure that the Draft Strategy is consistent with the purposes of the *ALC Act*, the Agricultural Land Reserve (ALR) General Regulation, the ALR Use Regulation, and any decisions of the ALC.

Background

Metro Vancouver is in the process of updating *Metro 2040: The Regional Growth Strategy* (last updated in 2011) to extend the regional growth strategy to the year 2050. This process considers significant drivers of change; integrates with Transport 2050 (TransLink's new Regional Transportation Strategy); and implements policy improvements in a number of areas.

As noted in the *Agricultural Policy Review Summary*, agricultural lands are an important component of Metro Vancouver, crucial to supporting food production, economic activity, and resilience to climate change. In total, there are 61,002 hectares of ALR land within Metro Vancouver, constituting ~20% of the region's land base.

Agricultural lands, particularly in the lower mainland, face immense pressure from competing residential, industrial, and commercial land-use demands. The effect of this pressure is increased speculation, alienation of farmland, and unaffordable land prices for farmers. Whilst the Agricultural Land Reserve is the provincial instrument to protect farmland and encourage farming, Metro Vancouver compliments and strengthens this provincial vision with its own instrument: the Urban Containment Boundary. The Urban Containment Boundary, by limiting servicing extensions into agricultural areas, reduces

development pressure and land speculation. The ALC recognizes the important role that the Regional Board plays in protecting farmland by upholding this reinforcing layer of protection.

ALC Staff Response

ALC staff provided comments on a previous version of the Draft in March 2021, as part of a review undertaken by the Intergovernmental Advisory Committee. ALC staff appreciate that many of our recommendations and suggestions have been integrated into the current Draft. ALC staff also recognize and appreciate the extensive amount of effort and engagement undertaken by Metro Vancouver in the preparation of the current Draft and provide the following additional comments for Metro Vancouver's consideration.

Note: the original Draft text is noted as bold and quotations – for clarity of discussion and posterity – with the ALC staff response following after each section.

> **Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability, page 48**
> "Protecting land for agricultural production is essential for the viability of the agricultural industry and a resilient region. Collaboration with the Agricultural Land Commission is necessary to address the ongoing challenges from competing residential, industrial, and commercial land use demands. Improved multi-jurisdictional collaboration that recognizes the priority to protect farmland for food production, and the importance of climate change adaptation while restricting other land uses in agricultural lands is critical. Equally important is the need to strengthen the economic viability of agriculture operations by encouraging new markets and expanding the distribution of local foods".

ALC staff response:
The strategy rationale reflects the suggested changes ALC staff provided in the March 2021 review. ALC staff thank Metro Vancouver for including these suggestions and have no further concerns.

> **Sub strategy 2.3.1, page 48**
> "Direct the Greater Vancouver Sewerage and Drainage District (GVS&DD) to not allow connections to regional sewerage services for lands with an Agricultural regional land use designation. Notwithstanding this general rule, in the exceptional circumstances specified below, the Metro Vancouver Regional District (MVRD) Board will advise the GVS&DD Board that it may consider such a connection for existing or for new development where, in the MVRD Board's discretion, the use is consistent with the underlying Agricultural regional land use designation and where the MVRD Board determines either: a) that the connection to regional

sewerage services is the only reasonable means of preventing or alleviating a public health or environmental contamination risk; or b) that the connection to regional sewerage services would have no significant impact on the regional growth strategy to protect the supply of agricultural land and strengthening agricultural viability".

ALC staff response:
ALC staff have no concerns with this Strategy which has not been significantly altered since Metro 2040.

Sub strategy 2.3.2, page 48
"Monitor the status of agricultural land in the region including local agriculture production and other public benefits such as the provision of ecosystem services in collaboration with the Province and the Agricultural Land Commission".

ALC staff response:
This strategy remains unchanged since the March 2021 draft, which ALC staff supported. The ALC continues to support Metro Vancouver's role in data collection and remains interested in being involved in the development of measuring and monitoring of eco-system services.

Sub strategy 2.3.3, page 48
"Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with the Province and the Agricultural Land Commission".

ALC staff response:
ALC staff understand this section has not been altered since the March 2021 and continue to support this sub strategy.

Sub strategy 2.3.4, page 48
"Work with the Agricultural Land Commission to protect the region's agricultural land base and not consider amending the Agricultural or Rural regional land use designation of a site if it is still part of the Agricultural Land Reserve except if the Agricultural Land Commission has: a) provided written confirmation that the site is not subject to the Agricultural Land Commission Act; or b) confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed Metro 2050 amendment".

ALC staff response:
In March 2021, ALC staff provided the following comments with respect to this sub strategy:

> It is the position of ALC staff that parcels which are designated as *Agricultural* or *Rural* under Metro Vancouver's Regional Growth Strategy should remain designated as such, despite a Section 23 (1) exemption [from the Agricultural Land Commission Act]. Re-designating exempted parcels could enable incompatible uses to be developed in rural-agricultural communities, disrupting the continuity of the ALR. As such it is suggested that sub strategy 2.3.4 a) be changed as follows ***"unless the ALC has excluded the land from the ALR"*** [as opposed *to "provided written confirmation that the site is not subject to the Agricultural Land Commission Act"*].

ALC staff reiterate our concern with the possibility of amending the agricultural designations of properties that have been exempted as per Section 23 (1) of the Agricultural Land Commission Act. Amending the designation of exempted parcels could result in incompatible development and conflicts with agricultural operations which is inconsistent with Metro Vancouver's ***Recommendation #2: Prevent Conflicts with Agriculture Operations,*** a recommendation which was featured in the Agricultural Policy Review Summary on page 3.

In this policy review summary, Metro Vancouver states that, "the recommendation to prevent such conflicts can be achieved by carefully planning the edges of agriculture and adjacent properties and adding buffers between them" (pg. 3). ALC staff suggest that it will be difficult (or impossible) to carefully plan the edges of agriculture because exempted parcels are so small (<2 acres) as to not offer the minimum 30 meter wide separation of urban/farm uses recommended by the Ministry of Agriculture's Guide to Edge Planning. If properties are redesignated upon a Section 23 (1) exemption from the ALC Act. ALC staff continue to recommend that a more appropriate approach is only permitting redesignation of the parcels upon exclusion from the ALR. This gives the Commission an opportunity to determine whether a non-agricultural use on an exempted property would be disruptive or create conflicts with agricultural operators, thus leading to appropriate planning for the edges of agriculture.

In addition, given the fact that there are examples where insensitive urban development on Section 23 (1) exempted parcels has disrupted adjacent farm operations, the ALC is requesting co-operation from the Regional Board to use its considerable powers to mitigate disruptions to the farm community when the ALC is unable to do so, due to its legislation.

ALC staff also note that 2.3.4 b) *confirmed the site is subject to conditions prior to exclusion, and notifies Metro Vancouver that Metro Vancouver can consider such a proposed Metro 2050 amendment* is a new addition. This may require further discussion as ALC staff do not understand this and are seeking clarification from Metro Vancouver.

Sub strategy 2.3.5, page 49
"Undertake agricultural awareness activities that promote the importance of the agricultural industry, the protection of agricultural land, and the value of local agricultural products and experiences, in partnership with other agencies and organizations".

Sub strategy 2.3.6, page 49
"Accept Regional Context Statements that protect the region's supply of Agricultural land and strengthen agricultural viability that meet or work towards the provisions set out in Action 2.3.12".

Sub strategy 2.3.7, page 49
"Advocate to all levels of government the necessity of agriculture impact assessments and mitigation requirements when transportation, utility, and recreational infrastructure is being planned, developed, or operated on agricultural lands".

Sub strategy 2.3.8, page 49
"Advocate to the Province for farm property tax reform that encourages more actively farmed land and enables secure land tenure for new and established farmers".

Sub strategy 2.3.9, page 49
"Advocate to the Province to increase agricultural producers' knowledge and adoption of innovative practices for advancing agriculture economic development, and resilience to climate change and natural hazards impacts as defined in the regional growth strategy (Table 5)".

Sub strategy 2.3.10, page 49
"Advocate to the Province to provide incentives to encourage land management practices that reduce greenhouse gas emissions, improve soil health, protect natural assets, and maintain ecosystem services from agricultural land".

Sub strategy 2.3.11, page 49

"Advocate to the Province for changes to the Local Government Act to require that Official Community Plans prioritize the need for agricultural land, similar to how long-term needs are considered for residential, commercial, and industrial lands".

ALC Staff Response
ALC staff do not have concerns with these sections.

Sub strategy 2.3.12, page 49
"Adopt Regional Context Statements that:
a) specify the Agricultural lands and their boundaries within their jurisdiction on a map consistent with Map 8;

b) consider policies and programs that increase markets and the distribution of local food in urban areas to strengthen the viability of agriculture and increase availability of local food for all residents;

c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:

i) assign appropriate land use designations to protect agricultural land for future generations and discourage land uses on Agricultural lands that do not directly support and strengthen agricultural viability; ii) encourage the consolidation of small parcels and discourage the subdivision and fragmentation of agricultural land; iii) support climate change adaptation including:

- monitor storm water, flooding, and sea level rise impacts on agricultural land,
- implement flood construction requirements for residential uses,
- and maintain and improve drainage and irrigation infrastructure that supports agricultural production, where appropriate and in collaboration with other governments and agencies;

iv) protect the integrity of agricultural land by requiring edge planning along the Urban Containment Boundary and adjacent to agricultural operations through activities such as screening, physical buffers, roads, or Development Permit area requirements; v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the Agricultural Land Commission Act; vi) align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations".

ALC Staff Response

ALC staff support this section, in particular, a), which suggests that Local Governments adopt Regional Context Statements which illustrate the agricultural land in their community. ALC staff suggest that it would also be beneficial for local governments to denote on their maps which lands are in the ALR. ALC staff also support section c) i), which indicates Metro Vancouver will assign appropriate land designations to protect agricultural land and discourage land uses that do not directly support and strengthen agricultural viability. ALC staff suggest that amending sub strategy 2.3.4 – by only permitting redesignation of Section 23 (1) exempted properties if they have been formally excluded – is an important step in meeting this objective. Additionally, ALC staff strongly support c) vi) as inconsistency between local governments and Provincial legislation not only causes confusion and misuse of agricultural land, but if a bylaw is in contravention of the ALCA, the local government may face legal challenge. The bylaw review process is critical to ensure that any inconsistencies are identified and the bylaw can be brought into compliance with the ALCA and Regulation. For more information on the ALC Bylaw Review Process, see our Bylaw Review Guide.

*****

The ALC strives to provide a detailed response to all referrals affecting the ALR; however, you are advised that the lack of a specific response by the ALC to any draft provisions cannot in any way be construed as confirmation regarding the consistency of the submission with the ALCA, the Regulations, or any decisions of the Commission.

This response does not relieve the owner or occupier of the responsibility to comply with applicable Acts, regulations, bylaws of the local government, and decisions and orders of any person or body having jurisdiction over the land under an enactment.

If you have any questions about the above comments, please contact the undersigned at 236-468-2026 or by e-mail (shannon.lambie@gov.bc.ca).

Yours truly,

PROVINCIAL AGRICULTURAL LAND COMMISSION



Shannon Lambie, Regional Planner

CC: Ministry of Agriculture – Attention: jeffrey.weightman@gov.bc.ca

46758m1

City of Pitt Meadows
THE Natural PLACE

November 22, 2021 File: 6480-20-2021

Chris Plagnol, Metro Vancouver Corporate Officer
Metro Vancouver
MetroTower III
4515 Central Boulevard
Burnaby, BC V5H 0C6
Sent via email: chris.plagnol@metrovancouver.org

Dear Mr. Plagnol:

Re: Metro Vancouver Update to the Regional Growth Strategy – Comments on the Draft from the City of Pitt Meadows

At its Special Meeting held on November 9, 2021, the City of Pitt Meadows Council considered Metro Vancouver's draft *Metro Vancouver 2050.* Council resolved the following:

> Authorize staff to forward comments to Metro Vancouver Regional District on the Draft Metro Vancouver 2050, in substantially the form and substance of Attachment B to the October 29, 2021 staff report titled 'City of Pitt Meadows Comments on the Metro Vancouver 2050 – Draft Regional Growth Strategy' as amended.

Please find attached an amended copy of the City's comments. On behalf of Council, thank-you for the opportunity to comment on the draft regional growth strategy.

City of Pitt Meadows
THE Natural PLACE

Sincerely,

Mark Roberts
Chief Administrative Officer
CPA, AAT; CPM

Encl: City of Pitt Meadows Comments on the Draft Metro Vancouver 2050

cc: Anne Berry, Director of Planning and Development

City of Pitt Meadows Comments on Draft Metro Vancouver 2050

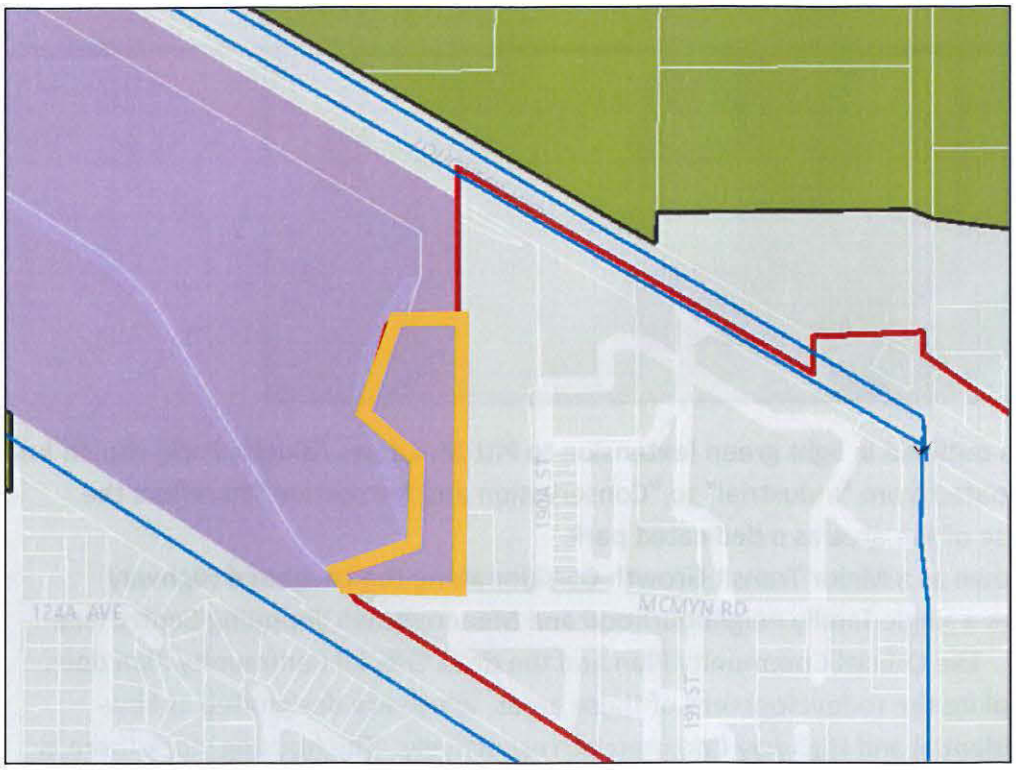
1. General Comments

   a. Overall, draft Metro 2050 is generally consistent with City land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

   b. Where reporting information or information sharing will be required from local governments, guidelines on information standards will be very helpful to successfully achieving these goals/strategies.

2. Mapping

   a. The City would like to take this opportunity to request that Metro Vancouver amend Map 2, Regional Land Use Designations, as follows:

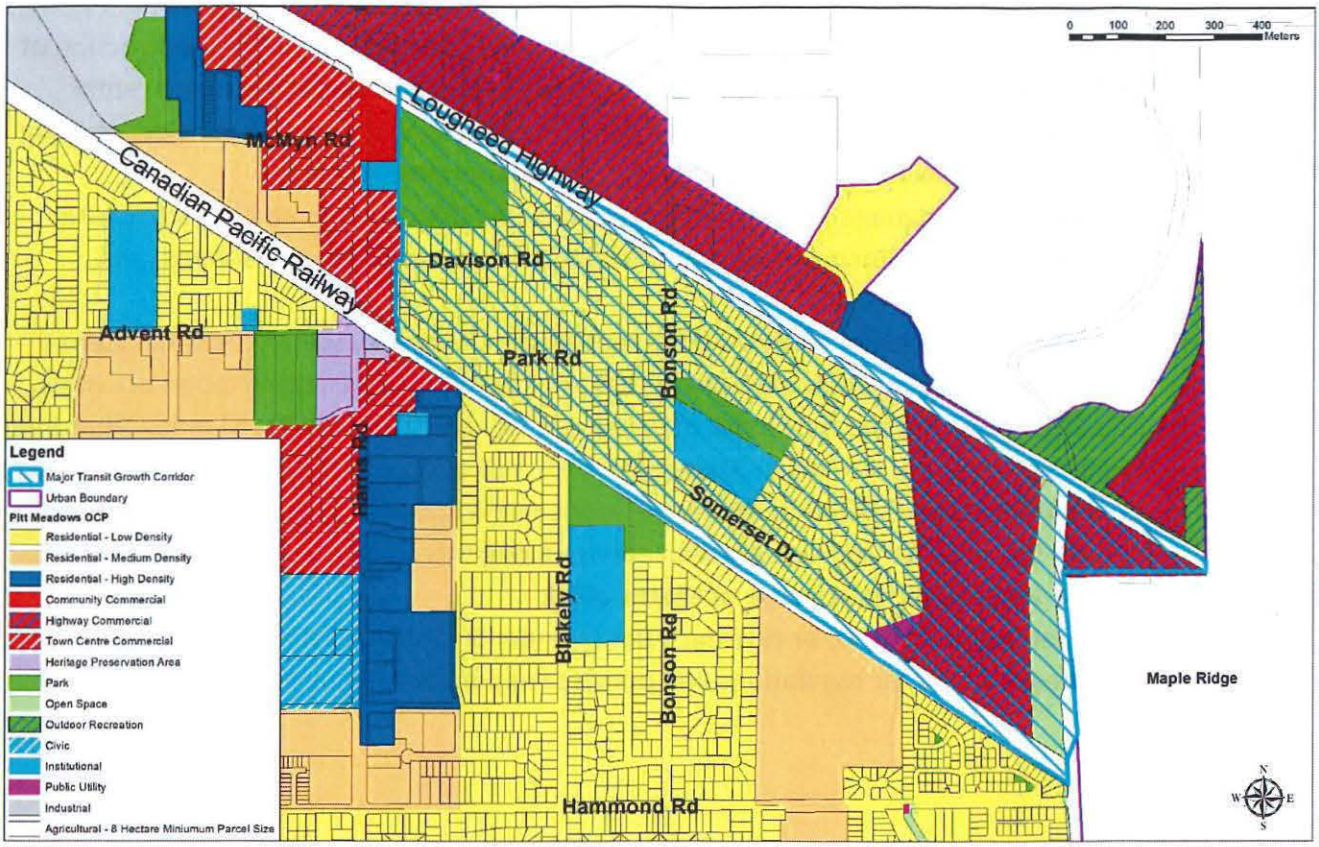


      i. The area outlined in orange (McLean Park) should be re-designated from "Industrial" to "Conservation and Recreation" to reflect the current use of the area as a dedicated park.



ii. The area outlined in light green (extension to Pitt Meadows Athletic Park) should be re-designated from "Industrial" to "Conservation and Recreation" to reflect the future use of the area as a dedicated park.

b. The area shown as a Major Transit Growth Corridor along the Lougheed Highway encompasses a single-family neighbourhood and Meadowtown Shopping Centre (see map below). The Official Community Plan and the draft Official Community Plan does not contemplate the redevelopment of these areas, which are designated as Low-Density Residential and Highway Commercial, respectively. The housing stock there is relatively new and in good shape, and is anticipated to have a life of another thirty years, which is beyond the timeframe of the OCP. Meadowtown Shopping Centre is also relatively new, but rapid changes in retail, including the steep rise in popularity of on-line shopping, may cause the City to revisit the Highway Commercial land use designation in the future.



3. Policies and Procedures

a. We acknowledge that proposed policy 2.3.4 now allows Metro Vancouver to consider changing the regional land use designation of those lands that have conditional ALR approval for removal from the ALR, responding to an earlier request that was part of the Intergovernmental Advisory Committee consultation process.

b. We request that Metro Vancouver consider exceptions to policy 3.1.9c(i) for edge planning and buffering of Conservation and Recreation areas along agricultural edge and for drainage network and flood infrastructure maintenance . Many farms, dikes and drainage ditches neighbour conservation and recreation lands in Pitt Meadows and requiring buffering / edge planning could adversely affect agricultural operations and rural infrastructure.

c. With regards to proposed policy 3.4.5, which addresses climate change impacts and natural hazards on land use, infrastructure and human settlement, an OCP and/or an RCS may not necessarily be the only or the best place for every municipality to address all of these concerns. For example, climate change impacts may also be addressed through subdivision and servicing bylaws and municipal operations standards and procedures.

d. With regards to proposed policy 4.2.7d), in contrast to most other communities in Metro Vancouver, Pitt Meadows has very little purpose-built rental housing. Much of

the affordable multi-family housing stock is in the form of co-ops that were built in the 1970's and 80's. We anticipate that our policies will be focused on the construction of additional rental housing, and the support and encouragement of increased rental housing on co-op land. Therefore, we request that Metro Vancouver consider revising or adding policies to include the protection of cooperative housing.

e. Include policy language in Metro 2050 that ensures that services and infrastructure offered by Metro Vancouver remain affordable for municipalities, residents, and businesses.
f. Include policy language in Metro 2050 that Metro Vancouver will advocate to federal regulators regarding air quality issues that are a result of rail transportation activities.
g. The City notes that the full length of Lougheed Highway through Pitt Meadows has been identified as part of the Major Transit Network and also as a Major Transit Growth Corridor from Harris Road to the Maple Ridge municipal boundary. The City wishes to convey the need for increased transit service along this corridor – beyond the RapidBus service – within the timeframe of Metro 2050.
h. Consider adding a policy or revising a policy under Strategy 2.3 that Metro Vancouver will ensure that their regulations and policies support and encourage farming.

Office of the Chair
Tel. 604 432-6215 or via Email
CAOAdministration@metrovancouver.org

July 14, 2021

File: CR-12-01
Ref: RD 2021 Jun 25

Jen McCutcheon, Director
Electoral Area A
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Director McCutcheon:

Draft *Metro 2050*: Referral for Comment

In April 2019, the Metro Vancouver Board initiated a comprehensive update to *Metro Vancouver 2040: Shaping our Future (Metro 2040),* the regional growth strategy. Since its adoption in 2011, this visionary strategy has been a strong and effective tool for the regional federation to collectively manage regional growth, while subsequently reflecting the federation's objectives to prevent urban sprawl; protect important lands; support the development of complete and resilient communities; and support the efficient provision of urban infrastructure such as utilities and transit.

In the Fall of 2019, we provided your organization with a formal notification that the update to *Metro 2040* was commencing. Since then, Metro Vancouver, member jurisdictions, and other regional stakeholders have worked in close partnership through a series of policy reviews, meetings, and the *Metro 2050* Intergovernmental Advisory Committee to identify strengths and gaps in the regional growth strategy. Additionally, Metro Vancouver, member jurisdictions and other regional stakeholders have been collectively seeking to improve and update the strategy to better meet the needs of the region, while further addressing growing regional challenges.

After two years of research, workshops, dialogues, and input from member jurisdiction staff, elected officials, First Nations, the Province, other regional stakeholders, organizations and agencies, and the public, the updated regional growth strategy, draft *Metro 2050,* is ready for review and comment.

At its June 25, 2021 regular meeting, the Board of Directors of the Metro Vancouver Regional District adopted the following resolution:

> *That the MVRD Board refer the draft of Metro 2050 attached to the report titled "Draft Metro 2050: Referral for Comment", dated May 25, 2021 for comment including to the following:*

i. *signatories to the regional growth strategy including: Mayors and Councils of Metro Vancouver member jurisdictions; the TransLink Board; the Squamish-Lillooet Regional District Board; the Fraser Valley Regional District Board; and*
ii. *other members of the Metro 2050 Intergovernmental Advisory Committee including: in region First Nations; the Province of BC; the Agricultural Land Commission; Vancouver Coastal Health; Fraser Health; BC Housing; BC Hydro; University Endowment Lands; Bowen Island; City of Abbotsford; City of Chilliwack; District of Mission; Integrated Partnership for Regional Emergency Management; Simon Fraser University; Kwantlen Polytechnic University; University of British Columbia; Vancouver Fraser Port Authority; Transport Canada; Canada Mortgage and Housing Corporation; and Vancouver International Airport Authority.*

I am pleased to provide you with a copy of the draft *Metro 2050*. Metro Vancouver is available to meet with your staff between July and November 2021 to have a fulsome discussion about the draft *Metro 2050*, answer any questions, and to make a presentation to your board/governance committee on request.

Your organization is invited to provide written comments on the draft *Metro 2050* by Council or Board resolution. Please submit any written comments to Metro Vancouver's Corporate Officer by email at Chris.Plagnol@metrovancouver.org. The **deadline for submitting written comments on *Metro 2050* is November 26, 2021**. Following the comment period, comments received will be conveyed to the Metro Vancouver Board and considered in a revised draft of *Metro 2050*.

While it can be accessed online at www.metrovancouver.org/metro2050, we have enclosed a hard copy of the draft *Metro 2050*. In addition, an executive summary and a copy of a staff report summarizing *Metro 2050* and the engagement process are also enclosed. If you wish to receive additional copies of *Metro 2050*, or if you have any questions, please contact Sean Galloway, Director of Regional Planning and Electoral Area Services by phone at 604-451-6616 or by email at Sean.Galloway@metrovancouver.org.

I would like to acknowledge your organization's work to date on this important strategy. Thank you for your time and contributions. Through our continued collaboration we will ensure that the regional growth strategy continues to expand on our history of excellent region building, and supports a resilient, prosperous and exciting place to be.

Yours sincerely,

Sav Dhaliwal

Sav Dhaliwal
Chair, Metro Vancouver Board
SD/HM/js

cc: Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Marcin Pachcinski, Division Manager, Electoral Area and Environment, Electoral Area A, Metro Vancouver

Encl:
1. DRAFT *Metro 2050* *(Doc #46401631)*
2. DRAFT *Metro 2050* Executive Summary *(Doc #46577592)*
3. Report dated May 25, 2021, titled, "Draft *Metro 2050* for Comment Referral and Next Steps" *(Doc #45545229)*

46083309

Date: 26 November 2021

Subject: Metro 2050 Feedback

Attention: Metro Vancouver Regional Planning

Dear Metro Vancouver Regional Planning team:

Thank you for the opportunity to provide feedback on the draft Metro 2050 plan. I am writing on behalf of North Shore Table Matters, a network of organizations, businesses, institutions, and local governments working to build a sustainable food system and increase food security on the North Shore of Vancouver. Our work focuses on initiatives that support bringing the North Shore Community Food Charter to life.

The North Shore Community Food Charter was developed in 2013 and has been approved and endorsed by the following:

- City of North Vancouver
- District of West Vancouver
- District of North Vancouver
- Tsleil-Waututh Nation
- Squamish Nation
- Bowen Island Municipality
- Village of Lions Bay
- Vancouver Coastal Health
- North Vancouver School District
- West Vancouver School District
- Residents

The recent pandemic and climate disasters impacting our communities have highlighted the need for resilient, local food systems. We believe that this can be achieved, in part, through holistic community planning that considers and incorporates food in every area of planning. This includes health and social outcomes, transit, housing, environmental protection, climate change mitigation and adaptation, solid waste management, economic development, and more.

Generally, we support the updates proposed in the regional growth strategy, however, we believe there is an opportunity to integrate food security and food access more deeply as food intersects all areas of regional planning.

Below are some general comments related to regional planning opportunities to support food security and food access:

- Further integration in spatial planning of urban agriculture
- Supporting the development of nutritious food outlets and farmers' markets

- Supporting the development of short supply chains, which means localizing food production in and around cities
- Preserving agricultural land in and around cities
- Supporting sustainable post-harvest logistics and improvement of food distribution mechanisms
- Promoting the circular economy as an alternative model in which food waste is significantly reduced through composting, redistribution, and recovery
- Engaging with community groups working on food access and food security and facilitating planning partnerships between local stakeholders and local governments

Below are some comments to the review of the specific policy areas:

Transit

Recommendation #1: Increase the development of affordable, rental housing near transit

Generally Table Matters supports this providing that this reduction of development costs is specifically for affordable (more than 30% of gross household income), secured, long-term rental and affordable housing. These transportation coordinators need to not only consider housing but also food accessibility. Residents within these neighbourhoods should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents). This includes affordable grocery stores, food growing spaces, emergency food services, markets, food literacy opportunities, etc.

Recommendation #3: Ensure land use and transportation planning processes consider inter-regional impacts

There is a need to work collaboratively on transportation planning within the region and with our neighbouring communities to ensure there is sustainable food distribution. If we are to focus more on local food production, local distribution networks are vital. That being said, a more localized food production that relies on shorter supply chains is preferred. Local food growing, manufacturing, and distribution should be prioritized.

Recommendation #5: Increase opportunities for active transportation by accelerating the build-out of infrastructure

We believe all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents). Infrastructure development to support active transportation can help improve food accessibility.

Rural

Table Matters supports measures to protect agricultural areas from urban densities and forms of development.

Complete Communities

Recommendation #4: Encourage health impact and social needs assessments

Community health and social needs must be considered in creating complete communities. Residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents) in these complete neighbourhoods. This includes affordable grocery stores, food growing spaces, emergency food services, markets, food literacy opportunities, etc. This food access needs to be sustainable and to withstand the impacts of climate change and emergencies.

Agriculture

Recommendation #1: Enhance Distribution Avenues for Locally Produced Food

Recommendation #3: Discourage Non-Farm Uses on Agricultural Land and Encourage Actively Farmed Land

We strongly support both of these recommendations.

Environment

Recommendation #6: Support equitable access and exposure to green space in urban areas

There is an opportunity for further inclusion of integrated food access in green spaces through edible landscapes. E.g. food forests, community gardens, Indigenous foodscapes, etc.

Urban Centres and Frequent Transit Development Areas

Recommendation #3: Introduce an Urban Centre Reclassification Framework

Support focusing new growth in areas where residents can walk, bike, or take transit for most trips. Further recommend that all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents).

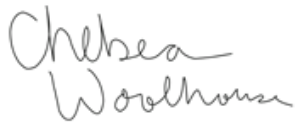
Recommendation #5: Strengthen Compact and Complete Development Policies to Support Climate Change Adaptation and Mitigation and other Regional Priorities

Recommend that all residents should be able to access nutritious, affordable, and sustainable food through active transportation means (ideally within a 10-minute walk for all residents) in these complete neighbourhoods.

Thank you for the opportunity to participate in your engagement process for the Regional Growth Strategy. We are happy to see the recommended changes to the plan, especially around the increased consideration of food production and distribution.

Please do not hesitate to reach out if you would like to discuss this further and please let us know if there are any additional ways North Shore Table Matters Network can support the development of this strategy.

Sincerely,



Chelsea Woolhouse, Network Coordinator
North Shore Table Matters Network
coordinator@tablematters.ca
www.tablematters.ca

From: [Member of the Public]
Sent: Friday, October 1, 2021 10:31 PM
To: RPH - Regional Planning
Subject: Metro 2050

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

I personally take the bus and think that a long term plan for skytrains would help amazingly for low income families , then we arent paying twice to just go one zone . I also know from the perspective and personal experience of being homeless and working with the homeless that alot more affordable housing is needed .
There are so many shelters with very few beds when you look at how many people are homeless there isnt enough , and there are people who are homeless due to hardship, the pandemic , crappy landlords , and high rent costs . And then there are people who are homeless due to drug addiction , alcoholism, gambling addiction , and so forth . There needs to be a safe place for the people who are homeless that need a hand to get back on there feet and who dont want to be around people using or overdosing .
I am 100% committed to being a voice for homelessness and being apart of the solution .

From: [Member of the Public]
Sent: Friday, October 1, 2021 5:52 PM
To: RPH - Regional Planning
Subject: Metro 2050

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

Hi

I would love the Skytrain to come to PoCo because then I could actually go to downtown Vancouver or Burnaby and not have to worry about how I will get home or having to worry about having too good of a time and having to pay for $100+ uber/taxi ride.

Thank you,

From: [Member of the Public]
Sent: Sunday, October 3, 2021 2:40 PM
To: RPH - Regional Planning
Cc: citycouncil@portcoquitlam.ca
Subject: SkyTrain for Port Coquitlam

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Dear Sir or Madam,
I have read an article about 2050 Regional Planning in TriCity News (https://www.tricitynews.com/local-news/will-there-be-skytrain-port-coquitlam-councillors-grill-metro-vancouver-over-30-year-vision-4469991).
To be honest, I am a little disappointed not to see firmer commitments to extending SkyTrain to downtown PoCo and/or increasing the frequency of the West Coast Express. Without either of the option, residents are being forced into car ownership increasing congestion and CO2 emissions. A more convenient and flexible way of getting to Vancouver in the afternoon/evenings and on the weekends (as well as to travel within the TriCities) would benefit the local economy and would make local residents consider having one car instead of two cars per family.
I understand that there is a lot of congestion on the CP tracks past Port Moody into downtown, but having a more frequent service between Coquitlam C and PoCo (and beyond to Mission) would be helpful.
I find the argument by one of the councillors that current plans are based on the pre-pandemic ridership statistics somewhat inappropriate. While it's true that ridership has declined (as people want to avoid getting sick), ridership is likely to pick up when the pandemic subsides and Translink provides more convenient and flexible options.
If you need inspiration, look at urban planning conducted in Dutch suburbs, or even take Ontario's GO as an example.
Hoping for some bold moves!

(Port Coquitlam Resident)

Anmore, B.C.
October 4, 2021.

Village of Anmore
2697 Sunnyside Road
Anmore, B.C., V3H 5G9.

Reference: For Inclusion in Public Comments at the Beginning of the October 5, 2021 Anmore Regular Council Meeting

Dear Mayor and Council,

I have been fully vaccinated against Covid-19, however I am in a high risk category and will once again not be able to attend an inside Anmore Council meeting of uncertain size. I have however fully read the draft Metro 2050 - Regional Growth Strategy Report and have made a submission in the Metro 2050 public engagement. As always, although there is no provision for my active involvement in the Anmore Regular Council Meeting, I will be watching the Metro Vancouver delegation on October 5, 2021 on Youtube.

While I am certain that it will be difficult to get all of the players on-side, Metro 2050 leadership has laudably geared up to begin to reclaim our collective future. It seems to me, that if the general consensus of the Metro Vancouver communities is truly to aggressively tackle climate change and extreme weather events, the Metro 2050 objectives are spot on.

1. protect and enhance eco-systems - the forest canopy, watersheds, environmentally sensitive lands, and wildlife habitat;
2. hold fast on the urban containment boundary;
3. guard against the further extension of urban services such as sewers;
4. concentrate development in transit corridors;
5. resist pressures to increase urban sprawl; and
6. preserve rural and recreational lands for the enjoyment of all.

The way I see it, the little Village of Anmore is currently poised to help Metro 2050 deliver on these priorities, especially helping to protect 50% of land for nature and to increase the tree canopy cover. "The fundamental theme of Anmore's Official Community Plan is the preservation of the Village’s surrounding environment and semi-rural character." Our Official Community Plan as articulated in The Regional Context Statement sets a 'stay the course' expectation of a total of just under 4,000 residents in 2041.

While there is a 150 acre IOCO lands Special Study area for future consideration, it is currently zoned 'rural' and it is outside of the Urban Containment Boundary. It appears that "the majority of participants in the community engagement for this undeveloped land in Anmore South do not support moving forward with an Urban designation at this time." (Anmore Community Engagement, Anmore South, Mickelson

Consultants, April 21, 2021). Although the owner of the IOCO lands has been promoting the idea of a total 'urban' community with over 4000 new residents on part of this land since 2015, clearly this wish is not consistent with the OCP, the Regional Context Statement, or the objectives of Metro 2050.

In conclusion. the Metro Vancouver Climate 2050 says it so well, "Without strong action to reduce greenhouse gas emissions, both locally and globally, these trends will accelerate over the coming decades and it will become increasingly difficult and expensive to maintain the high quality of life we experience in our region. At the same time, we need to ensure our ecosystems, infrastructure, and communities are resilient to the climate changes that have already been locked in due to past and current greenhouse gas emissions." Thank you to the leadership for your judicious stewardship and attempts to manage regional growth in Metro Vancouver.

Sincerely yours,

[Member of the Public]

cc Sav Dhaliwal, Chair, Metro Vancouver Regional District Board, Jerry W. Dobrovolny, Commissioner/CAO, Metro Vancouver Regional District, and Sean Galloway, Director of Regional Planning and Electoral Services.

From: [Member of the Public]
To: RPH - Regional Planning
Subject: Metro 2050
Date: Friday, October 15, 2021 8:49:55 AM

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hi,

I am writing on behalf of myself and many younger people who will be at the mercy of old ways for the City of Surrey due to their rampant destruction of the environment should their request to change the urban containment boundary go through.

This process to get here was already conducted illegally as the hired "environmental impact" group either trespassed or lied about bring on private property. This approach is not uncommon throughout this process as the Mayor spearheading this has already lied directly about not expanding the urban containment boundary to get votes in the last election.

As somebody that runs a business in which we seek to protect and preserve the endangered species on the now targetted area, I did not give anyone permission to access the business but they now have pictures on record. Should my future protection of the salmon spawning river and endangered species come to it, I will have to seek legal action on that process alone.

As we know from recent years the environment is a not infinite and must be protected as climate change is now a central focus among younger generations. As a millenial who has a degree in environmental science, i know there was not due care to assessment of the lands. The environmental report fails to list numerous long term impacts, and the reporting company has long standing ties to the resource exploration industry.

Should the Mayor lose his re election this process would never see the light of day again as the Mayor himself has fallen out of grace with many he claims to serve. An investigation into public mischief for his recent actions speaks alot to his character and corrupt business practices.

All speakers in favour of this plan have financial gain to have more sprawling empty warehouses, they are property developers and investors. These people will never care about the environment and anyone siding with such rampant destruction of the environment is morally corrupt. I drive through the campbell heights area daily. There are for lease signs littering every block. The problem is not we need more sprawl, we need better design. The first person to spend money is not the best person for the job, just because we can build more of the same why not build differently and make more warehouses without taking more land.

We no longer have the luxury of let the next generation be the ones to protect the environment. If we do not start saving things like endangered species now then we should stop having a boundary at all as endangered is quite the eye alarming route we could potentially take.

Thank you for your time,

[Member of the Public]

From: [Member of the Public]
Sent: Thursday, October 28, 2021 8:30 PM
To: RPH - Regional Planning

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Please continue skytrain eastward to Port Coquitlam. The Lougheed hwy. Is a log jam rendering buses useless!
Thanks

ABBOTSFORD

November 9, 2021 File: 6440-03

Chris Plagnol
Corporate Officer
Metro Vancouver Regional District
4730 Kingsway, Burnaby BC
V5H 0C6

Dear Mr. Plagnol

Re: Feedback from the City of Abbotsford: Draft Metro 2050

The City of Abbotsford appreciates the opportunity to provide comments on the Metro Vancouver draft Regional Growth Strategy (RGS).

Abbotsford's Context

The City of Abbotsford, home to approximately half of the Fraser Valley's population, is the most populated municipality within one of British Columbia's most rapidly growing regional districts.

With an estimated 160,000 residents in 2020 and the largest city by area in all of British Columbia, Abbotsford is characterized by both urban and rural qualities. A large portion of the city's land area is agricultural, with the majority of these lands falling within the Agricultural Land Reserve (ALR). Yet Abbotsford also has a highly populated urban core with approximately 80% of the population contained within the designated Urban Development Boundary.

The City of Abbotsford is intrinsically linked to Metro Vancouver. Abbotsford is Metro Vancouver's most direct, largest, and most populated neighbour and our City's economy and community identity is heavily influenced by this adjacency. Abbotsford's proximity to Metro Vancouver affords many opportunities and poses several challenges. Collaboration and coordination in planning efforts are vital to the sustainability, prosperity, and livability of the entire Lower Mainland.

Review of Metro 2050

The draft RGS was circulated to all City of Abbotsford departments for review and comment, with a lens towards how the RGS may impact City of Abbotsford plans and strategies.

Staff's review concluded that the draft RGS goals, strategies, and policy actions do not directly impact City of Abbotsford plans and strategies. However, the RGS could be enhanced by reflecting the broader regional context.

Policy 6.7.1 indicates that *Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions.*

Furthermore, Policy 2.1.8 suggests that *Metro Vancouver will advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.*

While the City of Abbotsford applauds these commitments, we are of the opinion that the draft RGS could be strengthened by increasing consideration of what is happening and/or anticipated immediately outside its boundaries. For instance, draft RGS maps could be enhanced to further recognize adjacent municipalities, regional districts, and the United States to reflect the many important assets that lie outside Metro Vancouver boundaries, but upon which the region benefits. These include but are not limited to:

- Transportation corridors (e.g., Hwy 1, Fraser Hwy, 16 Ave/Marshall Rd Connector)
- Inter-regional transit routes
- International border crossings
- The Abbotsford International Airport
- Inter-Regional Greenways (e.g., Canyon to Coast/Trans Canada Trail)
- Natural areas, sensitive ecosystems, and recreation lands (e.g., Aldergrove Regional Park)

The City of Abbotsford is of the opinion that the draft Metro 2050 RGS could be strengthened by acknowledging these assets, laying the foundation for future collaboration and coordination of planning efforts throughout the Lower Mainland.

We hope you will find the above feedback useful and we would be happy to discuss further as the Metro 2050 planning process advances. Please don't hesitate to get in contact if there are any questions.

This letter was endorsed by Abbotsford City Council on November 8, 2021.

Regards,

Mark Neill

Acting General Manager of Planning & Development Services

Encl: Report No. PDS 099-2021

cc: Fraser Valley Regional District

COUNCIL REPORT

Executive Committee

Report No. PDS 099-2021

Date: November 04, 2021
File No: 6440-03

To: Mayor and Council
From: Mark Neill, Acting GM, Planning and Development Services
Subject: Metro Vancouver Regional Growth Strategy Update

RECOMMENDATION

THAT Council direct staff to forward the City's comments on the draft Metro 2050 Regional Growth Strategy to the Metro Vancouver Regional District, as presented in Attachment A of this report.

REPORT CONCURRENCE	
General Manager	**City Manager**
The Acting General Manager concurs with the recommendation of this report.	The City Manager concurs with the recommendation of this report.

PURPOSE

This report introduces Council to the draft Metro 2050 Regional Growth Strategy (RGS) forwarded to the City of Abbotsford for input, and provides a summary of the City's comments from a review of the draft RGS.

SUMMARY OF THE ISSUE

A Regional Growth Strategy is a long range vision guiding regional districts and their member municipalities towards a common future that is socially, economically, and environmentally healthy, and makes efficient use of public facilities and services, land, and other resources. In April 2019, the Metro Vancouver Board initiated a comprehensive update to *Metro Vancouver 2040: Shaping our Future*, the existing Regional Growth Strategy. The draft update, entitled *Metro 2050*, is now ready for review and comment.

The Metro Vancouver Regional District (Metro Vancouver) has invited the City of Abbotsford to provide written comments on the draft RGS. Comments provided will be conveyed to the Metro Vancouver Board and considered in a revised draft of the RGS.

BACKGROUND

The RGS is a strategic, high-level policy document for coordinating planning in Metro Vancouver and for informing Provincial priorities. The RGS considers issues that cross boundaries between neighbouring municipalities, and provides a framework for Official Community Plans in Metro Vancouver municipalities. It includes policy from a regional perspective related to transportation, housing, parks, environment, and economic development among many others.

Metro Vancouver staff presented the draft of the updated RGS to the Metro Vancouver Board in April 2021, and subsequently sent it out to local governments, federal and provincial agencies, Indigenous communities and agencies, and other interested parties, including the City of Abbotsford, for input.

DISCUSSION

The RGS is a strategic plan enabled by the *Local Government Act* (LGA), and it provides a planning framework for the region through a long range vision over a period of 20 to 30 years. The discussion below summarizes City feedback, and next steps.

City Feedback

The City received the draft RGS to review and provide comments back to Metro Vancouver. This draft was circulated to all departments to review the document and comment on how the RGS may impact City of Abbotsford plans and strategies.

The draft RGS is structured around the following five goals:

1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment and Respond to Climate Change and Natural Hazards
4. Provide Diverse and Affordable Housing Choices
5. Support Sustainable Transportation Choices

Each goal contains a number of high-level strategies, each in-turn comprised of several policy actions. The policy actions are organized based on the RGS signatories (Metro Vancouver, member jurisdictions, and TransLink) to which they apply.

The full draft RGS is included as Attachment C, and a draft letter providing comments from the City of Abbotsford as Attachment A.

Staff's review concluded that the draft RGS goals, strategies, and policy actions do not directly impact City of Abbotsford plans and strategies. However, the RGS could be enhanced by better representing the broader regional context. Policy 6.7.1 suggests Metro Vancouver will work with neighbouring jurisdictions "to facilitate the compatibility of regional planning and growth management initiatives in Metro Vancouver and these neighbouring jurisdictions". Likewise, Policy 2.1.8 indicates that Metro Vancouver will seek to collaborate with the Fraser Valley Regional District on "shared initiatives related to economy, transportation, and other related matters".

Yet, consideration of what is happening and/or anticipated immediately outside its boundaries is notably absent from the draft RGS. For instance, draft RGS maps could be enhanced to recognize adjacent municipalities, regional districts, and the United States to reflect the many important assets that lie outside Metro Vancouver boundaries, but upon which the entire region benefits. These include but are not limited to:

- Transportation corridors (e.g., Hwy 1, Fraser Hwy, 16 Ave/Marshall Rd Connector)
- Inter-regional transit routes
- International border crossings
- The Abbotsford International Airport
- Inter-Regional Greenways (e.g., Canyon to Coast/Trans Canada Trail)
- Natural areas, sensitive ecosystems, and recreation lands (e.g., Aldergrove Regional Park)

Staff are of the opinion that the draft Metro 2050 RGS could be strengthened by acknowledging these assets, laying the foundation for future collaboration and coordination of planning efforts throughout the Lower Mainland.

Next Steps

The next steps in the review process, as described by the Metro Vancouver Regional District, will include collecting the written comments provided and conveying them to the Metro Vancouver Board for their consideration in a revised draft of Metro 2050 RGS. Attached to this report as Attachment A is a draft letter addressed to Metro Vancouver as the City's written comments on the draft RGS.

FINANCIAL PLAN IMPLICATION

Participation in the Regional Growth Strategy review and preparation does not impact the Financial Plan.

Komal Basatia

Komal Basatia
General Manager, Finance and Procurement Services
Signed 10/28/2021 10:39 AM

IMPACTS ON COUNCIL POLICIES, STRATEGIC PLAN AND/OR COUNCIL DIRECTION

The proposal meets the goals and objectives identified in the 2016 Official Community Plan and Council's 2019-2022 Strategic Plan which identifies four cornerstones: vibrant economy, complete community, fiscal discipline and organizational alignment. The response to Metro Vancouver Regional District reflects the four cornerstones of Council's Strategic Plan.

SUBSTANTIATION OF RECOMMENDATION

The Metro Vancouver Regional District has invited the City of Abbotsford to provide written comments on the draft Metro 2050 RGS. Staff have reviewed it and prepared comments on the draft (Attachement A) and are requesting Council direction to forward them to Metro Vancouver Regional District.

Mark Neill

Mark Neill
Acting GM, Planning and Development Services
Signed 10/25/2021 9:53 AM

Mark Neill

Mark Neill
Acting GM, Planning and Development Services
Signed 10/29/2021 4:04 PM

ATTACHMENTS:

A - City of Abbotsford Response Letter
B - Metro Vancouver Referral Letter
C - Draft Metro 2050 Regional Growth Strategy

Environment and Climate Change Staff Comments on the Metro 2050

Disclaimer: Because of the time available, these comments do not represent the full scope of the Canadian Wildlife Service mandate nor can these be considered to be official recommendations from Environment and Climate Change Canada.

Page #	Referred Strategy	CWS Comment
p.48	Strategy 2.3 Protect the supply of agricultural land and strengthen agricultural viability	1) Please consider adding text about open-soil agriculture and its importance to wildlife, particularly raptors and migratory birds. 2) Soil-based precludes greenhouses or other buildings but we should also promote wildlife-compatible crops. 3) We recommend adding text along the lines of 'the REGION helps to fund new programs that support and strengthen agricultural viability and wildlife-compatible crops because of the ecosystem services they provide.'
p.55	Strategy 3.1 Protect and enhance Conservation and Recreation lands	1) Regarding 3.1.9 c, Consider adding Bird-friendly design (to reduce collisions with glass and reduce entrapment of birds by screening all open pipes, e.g., outhouses, exhaust systems) under section c) and should be – particularly in the context of structures (railings/noise barriers/buildings) within and adjacent to Conservation and Recreation areas. 2) We suggest adding text recognizing that some member jurisdictions have a higher percentage of the region's conservation and agricultural lands than others and that protection could be coordinated with a regional approach. 3) "Conservation and Recreation lands" includes Sewage services, landfills and drainage. However, it will be important to track gains and losses from this category separately from traditional conservation and recreation lands
p.58	Strategy 3.2 Protect, enhance, restore, and connect ecosystems	1) Some good language here on increasing tree canopy etc. However, little on how that would be accomplished. 2) Consider adding text to recognize that some member jurisdictions have a higher percentage of the region's conservation and agricultural lands than others, and that and that protection could be coordinated with a regional approach. 3) Regarding c iii, good start on invasive plants and by-laws but nothing on invasive animals such as cats. Consider adding a simple message about pet identification and licensing as a starting point.
p.61	Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas	1) Regarding 3.3.2, monitoring and pursuing opportunities to increase carbon storage in natural areas should be done in tandem with maintaining or improving ecological/biodiversity values in those areas. We are concerned that carbon farming may be carried out at the expense of ecological/biodiversity values.

	emissions, create carbon storage opportunities, and improve air quality	2) In general, we did not see a specific strategy targeted at agricultural land. We recommend adding text along the lines of the need for developing payment programs for carbon storage and other ecosystem services on farmland. A specific commitment given to this type of initiative would be great considering the high carbon storage potential. However, with the care and attention given to preserving and improving ecological/biodiversity values.
p.64	Strategy 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards	In general, consider adding some language about promoting, where possible, natural solutions to mitigating flooding.
p.98	G. Performance Monitoring: Agricultural Lands	Regarding "Percent of land in the Agricultural Land Reserve that is actively farmed." 1) We would like to see also Percent of land in open soil agriculture added and noting that changes in these designations should be tracked. 2) We suggest also tracking percent of land in open-soil (soil-based) agriculture in wildlife-compatible crops. Partners like Ducks Unlimited, Delta Farmland and Wildlife Trust, and Canadian Wildlife Service can potentially help expand the survey that is currently done annually for Delta and Richmond.
p.99	G. Performance Monitoring: Ecosystem Health	1) Regarding **"**Change in hectares of land protected for nature across the region" – This is where we need to see separation of tracking of sewage/landfills etc. (which fall under the category Conservation and Recreation lands for Metro Van) from parks/forest/wetlands etc. 2a) Regarding "Change in the percentage of regional total tree canopy cover within the Urban Containment Boundary" – How would this be monitored and how frequently? b) We suggest 1) separating agricultural and industrial land from low intensity residential areas outside of the Urban Containment Boundary, 2) setting a tree canopy goal and 3) tracking tree canopy in low intensity residential areas and within buffer zones between agricultural areas and low intensity residential areas 3) Regarding "Change in hectares of land identified as Sensitive or Modified Ecosystems" – how frequently would this be monitored? We propose monitoring of hectares for Ecosystem Health every 5 years.

fraserhealth Better health. Best in health care.

SENT VIA (EMAIL)

November 26, 2021

Metro Vancouver
4515 Central Boulevard
Burnaby, BC V5H 0C6

Re: Fraser Health Feedback for the Metro Vancouver 2050 Regional Growth Strategy

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Fraser Health appreciates the opportunity to provide feedback on the draft version of the Metro Vancouver 2050 Regional Growth Strategy (RGS). Fraser Health is committed to supporting communities that provide people with the best opportunity to lead healthy lives. We recognize that the health and wellbeing of our communities is largely determined by the wider social, environmental and economic determinants. Given the strong influence the RGS has on these determinants, it has the potential to contribute substantially to the health of our population.

Overall, we strongly endorse the guiding principles and goals of the plan and believe actions in service of these principles and goals will have significant impacts in improving health. The addition of an equity analysis to the development of the plan has strongly enhanced the potential of the RGS to improve health outcomes across all population groups.

We offer the following specific comments and recommendations for your consideration for each of the goal areas:

Goal 1: Create a Compact Urban Areas

Improved health outcomes can be accomplished by providing safe, connected and compact neighborhoods that support equitable opportunities for social connections, food security, access to protected natural environments, and accessible options for active transportation and housing. Residents in these neighborhoods are more active and benefit from lower mortality rates, lower risk of heart disease and cancer, reduced depression and anxiety symptoms and enhanced mental well-being with an overall improved quality of life.

A focus on compact and complete communities can increase physical activity by facilitating use of active transportation methods and increase accessibility to services that are necessary to support health, including direct health care services. The actions in service of this objective therefore have the potential to substantially improve health. Strategies for the reduction of noise and air pollution are also critical as these issues can bring adverse health effects in compact communities if not appropriately mitigated; we appreciate that these considerations have been incorporated for both point and distributed sources. We value the objectives around separation of combined sewers, which will create a more resilient sewer system over the long term.

Focusing on equity and equitable access to services from a built environment perspective has high potential for improving health outcomes, since vulnerable populations are often not able to access other risk mitigation strategies. For vulnerable populations, including seniors, indigenous groups, newcomers, people in insecure employment, people with insecure/low quality housing, people with food insecurity and people living with physical and/or mental disabilities, the built environment may be disproportionately influential on their health.

We strongly value the language in this section aimed at addressing the needs of vulnerable populations. It is these populations that struggle with barriers in accessing public facilities, services and housing types. As such, planning interventions are more likely to provide mental and physical wellbeing benefits for our most vulnerable populations. We appreciate that member jurisdictions are encouraged to consider community vulnerability assessments, tenant protection policies and community connectedness.

Recognizing the impacts of many stakeholder decisions on the creation of complete communities, we appreciate the recommendation for advocacy to the province and member jurisdictions to include social infrastructure in urban centres and rapid transit areas.

Recommendations

To further maximize health opportunities in compact neighbourhoods and communities, we would also encourage advocacy to the province and/or knowledge translation to members on related healthy public policies, such as smoke free multi-unit housing and lower residential speed limits.

Goal 2: Support a Sustainable Economy

Economic policies and resulting economic opportunity have significant population health impacts. Persistent poverty and income/wealth inequalities contribute to health inequities and we welcome opportunities for the RGS to mitigate poverty through its economic policies. People living in poverty experience disproportionate rates of cancer, cardiovascular disease, diabetes and mental illness and may also face more barriers to access and care. Children who grow up in poverty are, as adults, more likely to experience addictions, mental health difficulties, physical disabilities and premature death. As highlighted in the plan, economic growth must now also be balanced with a planetary health focus (e.g., greenhouse gas emissions and biodiversity) as we know that climate change/environmental degradation are also significant contributors to health inequities.

Advocacy for more investment in diverse employment sectors to provide well-paying jobs is supportive of the overall wellbeing of the population. FHA also supports the protection of agricultural land and strengthening agricultural viability, particularly for food production, as local food production can be a contributor to food security.

Recommendations

We value the identification of interface issues between industrial activities and other land uses noted in the plan. Member jurisdictions should be encouraged to ensure that new industrial projects or developments associated with health hazards have appropriate mitigation strategies in place and do not disproportionally impact low-income or otherwise marginalized community members.

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

The climate and ecological crisis are increasingly recognized as the greatest threat to public health, requiring urgent and focused action. As such, we are encouraged to see a focus on climate change and biodiversity in the RGS and value both the mitigation and adaptation elements of the RGS. Also recognized are the significant population health co-benefits from climate action. For example, we fully support integrating the high value of ecosystem protection and green space access, which has physical and mental health benefits, as well as increasing resilience to climate change and related extreme weather events. We particularly value the plan's emphasis on green space equity, given that lack of green space for marginalized populations can accentuate poor health outcomes.

Health of ecosystems is critical for human health, as ecosystems services, such as air and water purification, cooling and water retention from treed areas, and control of insects and other invasive species can protect from negative health impacts. The measures in the plan to prevent ecosystem loss therefore have the potential to improve human health as well. In particular, we are very supportive of increasing tree canopies in all areas, especially those where less affluent community members may reside. This is essential given the increasing threat of extreme heat in our communities, and will not only keep residents healthy but help with energy poverty if cooling systems are needed.

We are also supportive of the proposal to work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing public exposure to traffic-related air contaminants. FHA would also recommend working with health authorities to investigate the mental, social and physical health impacts of major development projects, as capacity permits.

FHA is supportive of the plan to advocate to the Federal Government and the Province to establish and support legislative and fiscal actions that help the public and private sector maximize reductions in energy consumption and greenhouse gas emissions, and improve air quality. Given substantial impacts of flooding on human health, the focus on flood risk and sea level risk mitigation actions is also highly supported.

Recommendations

FHA also suggests supporting member municipalities with best practices in mitigation of urban heat island effects in addition to tree canopy targets.

Metro Vancouver has already included plans for advocacy to provincial and federal governments for increases in sustainable funding for active transportation and public transit infrastructure. We would recommend ensuring this advocacy includes similar resources for rural and underserved areas, as public transit access can influence access to health and social services.

Metro Vancouver has already included objectives around avoiding location of new infrastructure in areas highly vulnerable to climate-related hazards like flooding and landslides. FHA suggests that Metro Vancouver encourage member jurisdictions to map where current lower income housing and/or supportive housing, health and social services and other community assets are located in relation to climate vulnerabilities, and examine opportunities and partnerships for the creation of replacement housing and facilities in more resilient areas.

Goal 4: Provide Diverse and Affordable Housing Choices

Affordability, quality and design of housing are all major determinants of health and communities offering a variety of diverse and affordable housing options can address the needs of community members. Housing quality has direct physical health impacts. Affordable housing availability is highly interrelated with the experience of poverty, which is associated with significant health impacts. Affordability also affects housing suitability, which has implications for mental and social well-being.

Residents who do not have access to affordable housing often suffer from higher rates of stress, mental illness, and other poorer health outcomes. We also know that housing directly affects the health of children and youth, including development and lifelong goals. By contrast, access to affordable housing and a range of well-designed housing forms and tenures promote demographic diversity, nurtures social engagement and fosters improved mental health and well-being.

Affordable housing, as well as social and supportive housing, are both critical gaps in our region and we welcome the RGS focus on affordable housing in the RGS. We value the explicit focus on meeting the housing needs of lower income and under-housed individuals and particularly value the use of strategies to increase community acceptance of affordable and supportive housing. We also applaud the use of explicit targets in setting goals for the creation of affordable rental housing in highly accessible areas. Greater protections for tenants in the RGS also have the potential to reduce relocations, which can be disruptive to social networks; this is particularly important for the health of children and other socially vulnerable individuals.

We support the intent to advocate to the Province to create new enabling legislation that provides the ability for local governments to mandate affordable housing through inclusionary zoning power.

Recommendations

The plan currently promotes social and supportive housing in high-value FTDAs and UCs; we would also encourage the location of social and supportive housing in other locations if well suited due to existing locations of amenities, transit service, and/or other existing social supports. While service access is an important consideration for such developments, there are important benefits of distribution of social and supportive housing throughout communities. For example, children in low-income families have improved outcomes when living in income-integrated communities.

FH would suggest Metro Vancouver provide a definition for the affordable housing recommended regarding the target of 15% affordable rental housing in urban centres, for example, a target to 30% of median income. Applicable member jurisdictions should also have targets for shelter-rate rental housing, particularly near transit. Metro Vancouver may also consider advocacy for the province to create powers such that local governments, BC Housing and other housing providers may acquire existing affordable housing through first right of refusal.

GOAL 5: Support Sustainable Transportation Choices

When transportation networks are designed to prioritize active transportation, mobility for all residents is facilitated, which leads to improved health outcomes, better physical and mental well-being, improved air quality, and greater opportunities for social connectedness. Since active transportation is more affordable than car ownership, communities also experience improved equity and access to services such as healthcare, education, and employment opportunities. Moving away from cars and toward active transportation also lends itself to positive benefits for the environment/greenhouse gas reductions which have indirect health benefits.

We are pleased to see the strategy highlight the need for a close-knit relationship between land use development and sustainable modes of transport to create regional growth patterns that are resilient and promote healthy lifestyles. We support Metro Vancouver in its commitment to work with TransLink and other partners to ensure that active modes of transport including transit, are a priority. The inclusion of an equity lens on access to public and active transportation will support more vulnerable populations who experience poorer health.

Metrics

We find the outline of specific metrics used to measure progress very helpful. Proposed metrics in the RGS that have particular relevance to health include:

- Monitoring access to community services and amenities, particularly in UCs and FTDAs
- Walkability index and GHG emissions
- Growth in priority area targets for housing, employment accessibility,
- Ecosystem health indicators
- Percentage of household income spent on housing and transportation

Fraser Health also recommends the modification of metrics and/or the addition of other metrics where possible:

- We applaud the inclusion of a metric related to child care; however, this metric may not fully align with child care accessibility in complete communities. Child care accessibility is better assessed using metrics that represent the additional travel time used to access child care and/or ability to secure local child care spaces in a timely way.
- The definition of affordable rental housing related to metrics for Goal 4 is affordable for people who make up to 120% the median income. This seems unlikely to represent true affordability for a significant proportion of the population.
- We recommend consideration of additional indicators on suitability and quality of housing, particularly for vulnerable individuals and families with children (e.g. core housing need).

Future work with Fraser Health on indicators may provide opportunities to align metrics and measure the health benefits of the RGS implementation.

Further Recommendations and Comments

We would value a “Health” paragraph included as a context (Section B – Context for the Regional Growth Strategy) to frame the importance of planning strategies to population health through modification of health determinants as well as direct health impacts of environmental exposures.

It is pleasing to see the alignment and linkages of the RGS to the TransLink Transport 2050 Strategy and BC Climate Action Strategy 2050, which themselves are oriented toward health-

promoting policies. We welcome further opportunities for the health sector to work more closely on the implementation of the RGS, particularly where knowledge translation relevant to health benefits can be useful for member municipalities. This also creates an opportunity to build alignment with current/emerging population health strategies/plans.

Thank you once again for the opportunity to provide our feedback and we appreciate your consideration of our recommendations. We look forward to the RGS guiding the development of our region for years to come.

If you have any questions or comments, please contact Sandra Gill at Sandra.Gill@fraserhealth.ca.

Sincerely,



Emily Newhouse, MD, MPH, FRCPC
Medical Health Officer – Medical Director
Fraser Health, Population and Public Health

November 26, 2021

Feedback from Recycling Alternative re: Metro 2050 – REGIONAL PLAN

#1 Do you in general agree with the direction of the plan? *

Yes, specifically agree with the following components:

-stronger protection for Industrial lands; stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts;

-more explicit integration of equity outcomes related to inclusive jobs and complete communities

-protection for Industrial Lands, close to transit hubs to support sustainable worker commute into light industrial areas that provide inclusive green jobs.

-stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts

#2 Do you have any comments on specific elements of the plan? *

Yes, we strongly agree with policy direction and strategies prioritizing protecting industrial land for future use, as these lands protected for light industrial land use will be increasingly critical for urban, regional green & sustainable infrastructure in the face of climate change impacts. These industrial lands also provide critical employment lands, for inclusive green jobs in emerging green innovation sectors such as deconstruction, share and repair operations, local and clean tech manufacturing, and the region's food security, all of which will require infrastructure and land use areas for local production, manufacturing and distribution, local food processing, sustainable waste management and materials recovery vs current practices of waste management practices off-shoring materials out of the region/country; circular economy models.

Protecting industrial land for these types of emerging green and clean tech economies, directly addresses the following Regional Growth Strategies goals:

GOAL # 1 – complete communities, by creating inclusive and equitable job lands close to population hubs were population is concentrated

GOAL #2 sustainable economies for the emergent green and clean tech economy to support diverse economy and employment close to where people live

GOAL #3 encourage infrastructure that reduces GHG's due proximity to urban centres, which reduces trucking/transportation required for production and distribution of goods, materials, services

GOAL #4 indirectly related to housing, as jobs created in centrally located green industrial districts will support inclusive employment for those facing barriers such as homelessness

GOAL #5 support the efficient movement of vehicles for good and services – due to warehousing activities, materials & supply management activities an transportation/distribution hubs close to the populations centres.

#3 Tell us a bit about yourself. If you are writing on behalf of an organization or group (e.g. society, Board, non-government organization), please indicate the name of your organization. If not, just write "resident."

www.recyclingalternative.com My name is Louise Schwarz, I am Co-founder and Co-owner of Recycling Alternative (RA), one of the region's first recycling companies, and today amongst one of the last remaining 100% locally owned and operated full-service recycling companies and materials processors servicing the ICI sector.

For over 30 years Recycling Alternative (RA) has operated in the False Creek Flats, providing best practices recycling programs and innovative waste solutions to some of the Lower Mainland's largest property management companies, multi-tenanted properties such as office towers, shopping malls, and some of the region's most complex commercial sites.

In addition to collection services, RA operates the region's only fully licensed materials brokerage facility in central Vancouver, less than 2 kms from downtown Van, processing materials recycling markets and developing innovative, circular recovery models. We have extensive industry knowledge in both logistics and effective program implementation, as well as sustainable, best practices materials streaming and processing for viable recovery in recycling markets.

#4 What is your (or your organization's) interest in the regional growth strategy (200 characters max).

Green innovation and light industrial activities, such as sustainable waste management, supply chain production and distribution, share, reuse, repair, and clean/green tech will be increasingly critical to climate action and adaptation planning for regions and cities.

Protecting adequate industrial land use that enables green infrastructure and circular economy innovation addresses regional challenges in 3 principle areas: climate action; local, resilient, circular supply chains; just, equitable and inclusive economic recovery is a key component of urban planning as we enter an age of severe climate and economic impacts.

In the face of climate crisis, circular, sustainable cities of the future will need to ensure adequate light industrial land, located close to the population/ hubs/epicentres is available to sustainably service the demand for goods, services and infrastructure such as production, distribution, repair, sustainable waste management, materials recovery and repurposing.

Additionally, these light industrial green innovation lands will be necessary to support resilient supply chains and foster inclusive employment districts

Numerous circular innovator businesses are already collaborating and engaged together , demonstrating the importance and viability of creating Green Industrial Innovation Districts (GrIIDs), in centrally located urban areas, such as Vancouver's False Creek Flats.

For all of these reasons we encourage the Metro 2050 Plan to ensure light industrial lands, close to urban centres are protected for the future supply chain, economic resilience and inclusive employment of the region, which will be increasingly critical for the region's future infrastructure, climate adaptation and liveability.

From: [VCH]
Sent: Friday, November 26, 2021 12:11 PM
To: RPH - Regional Planning
Subject: VCH feedback to Metro Vancouver's draft Regional Growth Strategy

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Dear Metro Vancouver Regional Planning Team,

Thank you for taking the time to meet with us at the beginning of November. We have written a letter identifying the linkages between regional land use planning and health as well as some of the areas that are of particular interest and concern to use at a bigger picture, hopefully assisting in contributing to the conversation with decision makers as to why these areas are important to include in the RGS.

We are happy to write something with more clarity and in support of acceptance of the RGS in the new year when the plan goes forward for approval.

We have also provided specific, more technical comments below my signature block. We hope these are useful in your revision of the RGS and welcome any feedback so we can better assist in this process moving forward.

We look forward to continuing to work with you and look forward to hearing about the next phase of this process.

Thank you,

Senior Planner, Healthy Environments
she/her/hers
Master's of Community and Regional Planning – MCRP
Certificate in Public Health Inspection (Canada) – CPHI (C)
Health Protection | Vancouver Coastal Health
1200-601 West Broadway | Vancouver, BC V5Z 4C2

http://www.vch.ca/your_environment

I recognize that my places of work and Vancouver Coastal facilities lie on the traditional homelands of the fourteen First Nation communities of Heiltsuk, Kitasoo-Xai'xais, Lil'wat, Musqueam, N'Quatqua, Nuxalk, Samahquam, Sechelt, Skatin, Squamish, Tla'amin, Tsleil-Waututh, Wuikinuxv, and Xa'xtsa.

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Inspection Reports Online:
http://inspections.vcha.ca/

Specific / Technical Comments back to Metro Vancouver on the draft Regional Growth Strategy
Rewording suggestions

- P67 - 3.3.3

  "Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing negative health impacts including but not limited to exposure to traffic-related air pollution and noise while also promoting health benefits."

  Or:
  "Work with TransLink, member jurisdictions, and health authorities to advocate that health impact assessments be conducted for major transportation projects and significant development projects with an aim to minimizing negative health impacts while also promoting health benefits."

- P 64 3.2

  Suggestion to be more explicit regarding "all life" (i.e. that protection of ecosystems is also a ecological / natural benefit, and that humans are not the only ones who benefit from improvement).

Re-framing suggestions

- P43 – 1.3.7 e)

  VCH does not consider community gardens as key amenities to support food security or local food production for those who need it most. Community gardens do provide many community benefits (e.g. social interaction, are teaching tools and help residents learn about food production, therefore giving them improved food skills and food knowledge, and can improve access to fresh produce for some people) but the most meaningful actions towards ensuring food secure communities are those which will help to reduce the high costs of living in the region. This will do more to ensure diverse residents of all incomes have access to affordable, nutritious and culturally appropriate foods. This means land use planning which fosters both affordable housing and affordable transportation options for residents, as well as the availability and affordability of commercial and light-industrial spaces housing the businesses and non-profits that are part of our regional food system serving communities which are most at risk of food insecurity. CORE Public Health Functions for BC Evidence Review: Food Security, BC Ministry of Health (2013), Proof Food Security Policy Research, University of Toronto, (2020) Riches, G. (2018)

  Suggestion to separate this section into two parts:
  1. Inclusion of local production, distribution, and consumption of healthy food (in particularly where they are easily accessible to housing and transit services)
  2. Inclusion of affordable and accessible options with a key goal of addressing food security, particularly for those who are food insecure

- Suggestion to mention the challenges that COVID and the changing climate have exacerbated in the region throughout the strategy and / or opening of the most appropriate sections

Areas of clarification

- P 43 – 1.3.7 d) i)

  What is meant by "respond to health and climate change-related risks by providing equitable access to recreation facilities"?
  It is not clear if this means that recreation facilities are meant to be used as places of refuge during heat and smoke events, or if the section in its entirety (1.3.7 d)) is meant to focus on tree canopy and access to parks for climate adaptation.

- P 72 – 4.1.9 c)

  Suggest providing a definition for "equity-seeking groups"

Areas where Health Authorities would like further involvement

- P 37 – 1.2.24 b) vii)

  We have had and have ongoing concerns regarding green infrastructure and water distribution line setbacks, and have had previous concerns regarding use of grey water. We would like to work with municipalities / Metro Vancouver / other levels of government on their ideas with regards to green infrastructure initiatives.

Other notes

- VCH is happy to partner with and / or discuss advocacy strategies on a number of areas of interest (e.g. providing a voice to help drive complete and compact communities; safe, affordable and accessible housing; food security; climate change adaptation actions)
- VCH is looking forward to working with Metro Vancouver and other agencies on actions such as 1.2.23 (guidance for community design, setbacks, and building standards)

Office of the Chief Medical Health Officer
8th Floor – 601 West Broadway
Vancouver, BC V5Z 4C2

Tel: 604-875-4379
Fax: 604-731-2756

November 26, 2021

Dear Metro Vancouver Regional Planning Team,

The physical, social, and economic environments in which we live, learn, work, and play contribute significantly to our health and well-being. For regional government to provide overarching direction and a high-level land use framework is integral to the development of communities that are sustainable, support healthy behaviours, reduce exposure to harmful contaminants and contribute to an inclusive and equitable region.

VCH's Public Health team would like to thank Metro Vancouver for the opportunity to contribute to the refresh of the Regional Growth Strategy (RGS) over the last several years. The draft RGS was reviewed by our Healthy Environments, Population Health, and Injury Prevention teams, and a Medical Health Officer (MHO).

The historical connections between planning and public health are very closely linked to land use, where zoning has historically and recently been used to limit peoples' exposure to industrial hazards. Today, a range of features in urban environments continue to impact health in different ways, from sprawling communities demanding reliance on car ownership, increasing our exposure to traffic-related air pollution and noise, to unaffordable costs of living impacting our housing choices, living conditions, and transportation needs. The policies and decisions we make about land use influence how we live our lives, our behaviours, and our exposure to different hazards and contaminants that can be harmful to our health.

Complete, compact, and well-connected communities help encourage the use of active transportation increasing physical activity and encourage social connection. Such communities also ensure that essential goods, such as affordable and nutritious food, are easily accessible. Studies have shown that access to healthy foods within a neighbourhood can positively influence residents' diet, while commuting using transit, walking, or cycling can increase our physical activity and therefore reduce risks of chronic disease. Land uses that prioritize automobile movement with high speeds, wide roads, and large distances between destinations are associated with increases in collisions and fatalities, while contributing to reduced physical activity. Car dependence also increases traffic-related air pollution, a major source of air pollution in our region. Scientific evidence shows that pollution of this type is associated with negative health outcomes including asthma onset and exacerbation, reduced lung function, lung cancer, and cardiovascular disease.

Further, how and where we build our neighbourhoods can strongly influence our interactions with greenspace and nature. Providing parks and greenways near peoples' homes and places of work can provide cooling environments and opportunities for social interactions outside of the home, promote stress reduction and better mental health, and encourage physical activity. Studies have found that having access to greenspace within one kilometre of home has the most positive health benefits and the effects are even more significant for those living in lower socio-economic groups. Individuals who live near parks are also more likely to achieve recommended physical activity levels.

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Finally, a lack of affordable housing in easily accessible areas can lead to overcrowding, affect disposable income for other life essentials, influence job opportunities, and affect transportation choices when individuals may not have good access to public transit or safe active transportation routes.

We have provided specific technical feedback and suggestions on RGS content to Metro Vancouver's Regional Planning Team via email, and offer in this letter the following comments on the significance of the RGS in relation to health:

Climate change and health
The changing climate is threatening population health and well-being. In 2021 alone, the Metro Vancouver region has seen: unprecedented heat waves that resulted in deaths across the Metro Vancouver region; significant wildfire events across the province over the past few years leading to smoke in the region impacting respiratory and cardiovascular health; and several extreme weather events in the fall, including strong winds and heavy precipitation leading to flooding, landslides, displacement and impacts to agriculture and our supply chain, in addition to injury and death. Forecasts predict that these events will not only become more common over time, but they will also be more intense with greater potential for damage. It is anticipated that along with these predictions, the negative health effects associated with climate change will also become more frequent and severe as the climate continues to change (see attachment).

Land use is central to many of our climate change adaptation and mitigation measures. Land use dictates our travel patterns and behaviours significantly impacting greenhouse gas emissions, while also allowing us to prepare for climate-related displacement. VCH believes that the RGS articulates critical land use actions required to help meet our region's climate targets (RGS Goal 3). For example, actions such as building complete and compact communities and restricting the urban containment boundary (RGS Goal 1) are essential to enabling mode shifts away from single-occupancy vehicles (RGS Goal 5). It is essential that the region follow Metro Vancouver's Climate 2050 and the Clean Air Plans to meet Climate 2050's goal of a 45% reduction in greenhouse gas emissions by 2030 and net zero by 2050. In light of the shared imperative to limit global warming in order to mitigate the worst health outcomes related to climate change, to follow these two plans (while also finding opportunities to further reduce emissions) will provide us with the best opportunities for success.

Accessible, affordable, and available housing
Housing availability and affordability continues to be one of the most pressing issues in Metro Vancouver. Access to safe, affordable, and suitable housing is a core determinant of health that must be addressed. Ensuring that people have homes they can live in that are affordable for their respective incomes and close to work is also key to ensuring a diverse labour force to provide the essential services in communities, including healthcare and other essential workers and many others who face the pressures of affordability. Affordable housing alone will not result in complete communities though. Affordable and culturally appropriate small businesses, social services providers, arts and culture organizations, and community non-profits also need homes in our communities, and the pressures of densification will require thoughtful and creative solutions from municipal governments to truly ensure residents of all incomes have ready access to important amenities.

Equity in our communities
In recent years, there has been more recognition of the ways by which community planning and other forces have exacerbated and contributed to societal inequities, which are linked to population health outcomes. Over the course of the COVID-19 pandemic, it has become even more evident that we all – individually and

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organizationally – have a responsibility to help address equity issues. This being said, no single level of government, ministry, or department can shoulder responsibility for addressing these equity concerns alone. Each within their different mandates have resources and powers which can positively affect conditions in which those inequities might persist, worsen or improve. VCH is on its own journey to better understand and improve on equity in policies and practice. We hope to collaborate with Metro Vancouver to better understand the impact that historic oppression and inequities have had on our region, and to identify and develop policies to improve equity across the region.

Advocacy
VCH recognizes that Metro Vancouver has identified a number of advocacy opportunities for the organization in this update to the RGS. We applaud this and encourage plans to develop and fund a detailed and systematic advocacy plan. As an agency that also sees many opportunities to advocate for healthier and more equitable policies, we see an opportunity for collaborative efforts to advocate jointly on issues of common interest and stand ready to be engaged to support this work.

Data sharing
Both Metro Vancouver and VCH are agencies that apply data-driven approaches to decision making. Today, with a growing abundance of data to support informed decisions, we may struggle to share this valuable information across agencies. We look forward to discussing future opportunities to share and present data with Metro Vancouver and expand on indicators that emphasize the connections between planning policy and health outcomes. We anticipate that this will support mutual situational awareness as we work towards common targets for community health and wellbeing

We appreciate the challenge undertaken by Metro Vancouver in creating and updating a strategy for this diverse region. We look forward to continued collaboration with Metro Vancouver on future drafts and implementation of the Regional Growth Strategy.

Sincerely,

Dr. Michael Schwandt
Medical Health Officer

Laura Chow
Senior Planner, Healthy Environments

Emily Peterson
Environmental Health Scientist

Wes Regan
Policy & Projects Lead, Population Health

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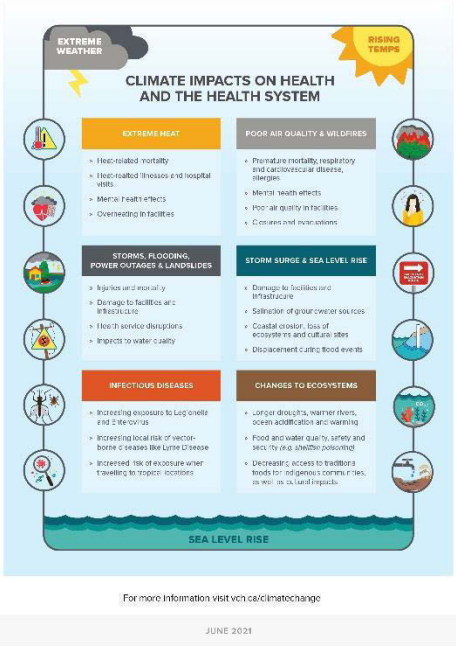
Attachments:
Vancouver Coastal Health (2021). Climate Impacts on Health and the Health System.
http://www.vch.ca/public-health/environmental-health-inspections/healthy-built-environment/climate-change



Additional resources:

Brauer, Michael; Reynolds, Conor; Hystad, P. (2012). *Traffic-Related Air Pollution and Health: A Canadian Perspective on Scientific Evidence and Potential Exposure-Mitigation Strategies*. https://doi.org/10.1016/j.aidsoi.2020.08.011

Toronto Public Health. (2015). *Green City: Why Nature Matters to Health* (Issue September). https://www.toronto.ca/legdocs/mmis/2015/hl/bgrd/backgroundfile-83421.pdf

From: Kayla Phillips
To: RPH - Regional Planning;
Subject: RE: Draft Metro 2050: Referral for Comment Monday,
Date: November 8, 2021 10:15:40 AM
Attachments: image001.png

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Good morning,
As a follow up to our conversation on Thursday, I wanted to include written comments based on the draft plan. Initial comments are as follows:

- While much of the language used around First Nations inclusion is good, there seems to be an emphasis on reserve lands which does not reflect the jurisdiction that Nations assert throughout their territory as reserve lands are just a tiny part of FN territories and interests. FNs regularly work with many different government bodies beyond the federal government, whereas in some parts of the plan (such as on page 13) it is made to seem like only the Federal government interacts with Nations other than Treaty Nations. In reality, Musqueam has agreements and works in partnership with all levels of government, and has land holdings on non-reserve lands (such as the Jericho lands and Willingdon lands) which are subject to the kind of land use planning that this 2050 plan is involved in. While all of this may be complicated to discuss, it is important to Msuqueam that these nuances are acknowledged and incorporated into language used for the Plan.
- At the meeting, my question about "adjacent member jurisdictions" was clarified to not include non-Treaty Nations. While this is understandable in an official legal sense, it is concerning that FN knowledge and input may not be considered in some situations because of their status under the Indian Act. Musqueam seeks clarity that the Nation's jurisdiction and interests will be considered whenever possible, absent of having status as a "member jurisdiction" as defined in the Plan.
- There does not appear to be any performance monitoring indicators that include First Nations in the Plan. The ability to include measurable objectives such as improving relationships with First Nations, increasing cultural continuity opportunities, and incorporating improved access to traditional lands and resources are potential indicators that would demonstrate a strong commitment to meaningful reconciliation.

Looking forward to further discussion.
hay čxʷ q̓ə,

Kayla Phillips (she/her)
Intergovernmental Affairs (IGA) Projects Analyst
Musqueam Indian Band
xʷməθkʷəy̓əm
6735 Salish Drive, Vancouver BC

VANCOUVER ECONOMIC COMMISSION

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November 17, 2021

Ms Heather McNell

General Manager, Planning and Housing Services

Metro Vancouver

Dear Ms. McNell,

On behalf of the Vancouver Economic Commission (VEC), I am pleased to submit these comments regarding Metro Vancouver's update to the Regional Growth Strategy (RGS), *Metro 2050.*

As the economic development agency for the City of Vancouver, we work to strengthen Vancouver's evolving economy by conducting and consolidating economic research, promoting, and advocating for Vancouver's economy, and delivering programs to support local business growth.

Metro Vancouver's innovative history of planning and service delivery are elements of our beautiful region's story, that we are always pleased to celebrate. Whether speaking with international investors or working with local companies, we are always eager to recognise and amplify the work of Metro Vancouver, to provide high-quality services and set a collaborative environment for managing growth and increasing regional livability. In a time when both the Government of Canada and the City of Vancouver have declared climate emergencies, and we face numerous other economic and social challenges, there is a need for more coordinated, effective, and ambitious regional planning more than ever before.

Based on the proposed Regional Growth Strategy changes, VEC would like to offer the following comments and recommendations.

Vancouver Economic Commission's Overarching Feedback on *Metro 2050*

VEC is supportive of the directions and many of the actions included in the RGS update. In our role as the economic development agency for the city of Vancouver, and through our engagement with business, labour, academia, and others, we wish to highlight several broad thematic areas of interest that we hope the RGS will continue to work through, and that we may collaborate with Metro Vancouver on in the future:

- **Industrial Lands** – the crisis of industrial affordability is difficult to overstate. Without further intensification on existing lands, and expansion of certain industrial uses into existing commercial (and perhaps someday residential) zones, this crisis will only grow. This is not only a challenge for our region's industrial businesses, but our overall economic resilience. We must all work hard, through planning, infrastructure provision, and public-private collaboration, to ensure that we fill these gaps in policy and practice. VEC recommends

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continuing to work with large land owners to intensify (and not just protect) usage; working with member municipalities to create more efficient, inclusive zoning schedules (for both commercial and industrial); and we encourage continuing to collaborate with VEC and others to continue to study, for example, new land-use typologies and business models, and overall push for real progress on this issue.

- **Housing Affordability and Supply –** housing remains a primary concern for all actors in the region. As has been noted many times, the high cost of housing is now having intense knock-on effects across the economy and is a significantly limiting factor in workforce availability. VEC recommends that Metro Vancouver engages thoughtfully and proactively with the results of the recent BC-Canada Expert Panel on the Future of Housing Supply and Affordability, and work to implement and advocate for the relevant recommendations therein. More specifically, VEC recommends work with member municipalities to remove mandatory parking minimums, ease form and use restrictions for housing across the region, and generally work towards more complete communities.

- **Transit and Transportation Investments –** Metro Vancouver's transit and transportation system's future, particularly with the recent release of the draft *Transport 2050*, looks bright. But there are still many barriers and gaps along the way. Fiscal reform of TransLink, to ensure that it has sufficient, stable, and ongoing funding for its investments and operations, remains crucial. VEC recommends that Metro Vancouver, member municipalities, and TransLink continue to advocate for rationalized infrastructure funding, as well as exploring novel innovations like the Transit-Oriented Affordable Housing (TOAH) Fund; a regional mobility pricing; and the 2020 Coriolis report on new revenue potential revenue sources for TransLink.

Consolidated List of Recommended Revisions and Updates to Draft RGS

Please find below our consolidated list of recommendations and feedback, which aligns with the City of Vancouver recommendations.

A. Metro 2050 Scope and Linkages to Other Plans
No additional comments.

B. Introduction to the Region
No additional comments.

C. Introduction to the Regional Growth Strategy
No additional comments.

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D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

No additional comments.

E. Goals, Strategies & Actions

Goal 1: Create a Compact Urban Area	
RGS Reference	**Issues and Comments**
1.2.12, 1.3.7 f),	Transit-oriented development in the region has not always been delivered in an equitable way that is accessible to people of diverse incomes and identities. Include social impacts/mitigation of displacement in implementation guidelines. Opportunity to link to Strategy 1.3.7 f). Suggest that the implementation guidelines themselves should address how municipalities can direct growth near transit but off of arterial roads and consider the impacts of "air quality, noise, and vibration mitigation strategies for new residential and commercial buildings This would also be valuable as an update to the Health Impact Assessment tool.
Goal 2: Support a Sustainable Economy	
Preamble	COVID has changed how people work and do business – with significantly increased remote work / work-from-home options. Many believe the economy will never go back to the way things were. City of Vancouver has engaged in public discussions around 'building back better' and how the city's Climate Emergency Action Plan identifies 'remote and flexible work' as key to reaching the city's transportation goals. Given the uncertainty and its impact in the long term on office space demand and housing design with more flexible 'live-work' possibilities, the preamble should reference this shift and the importance of building resilience. Agricultural, Industrial and Employment lands also play an important role in flood management. For instance industrial and commercial uses are lower risk uses in a floodplain than compared to residential, especially when planned and designed for flood.
2.1.9	Include advocacy to the Federal and Provincial government to support green jobs and economy with an equity lens focus.
2.2.9 c) i)	Staff generally support the goal to protect industrial uses and to ensure non-industrial uses are not supported. In the Vancouver context there are differences in the definition of "non-industrial" compared to that in the region. For example, Vancouver considers Artist Production Spaces to be an industrial use whereas the Metro Vancouver white paper defines Artist Studios as non-industrial.
2.2.9 c) v)	Staff support the direction to review parking and loading requirements to avoid parking oversupply. In parallel, consider adding reference to encouraging or

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	requiring transportation demand management strategies to reduce travel demand by automobile
2.2.9. d) vi)	Regarding the following text: "The residential uses should be on the upper floors of new office and light industrial developments", suggestion to allow for consideration of large multi-building sites where residential could be in a standalone building with the provision that developments include significant commercial and light industrial space in order to allow for more flexible and better designed developments.
2.3	Metro 2040 2.3 included an emphasis on food production. While this is beyond the ability and authority of local governments, it is important for the region to ensure food supply resiliency and access by citizens that can endure times of shock and stress. (COVID as an example of this).
2.3.2	Staff suggest the inclusion of a reporting component to the monitoring of agricultural land in the region. This would enable member municipalities to see local agricultural production or learn about other benefits (including ecosystem services). Given that this provision includes a natural asset inventory with ecosystem services of private agricultural land, it will be important to clarify whether this will be done for the whole land base. In addition, staff emphasize the importance of including a diverse group of farmers and environmental practitioners as part of the collaboration between Metro Vancouver, the Province and the Agricultural Land Commission to determine the range of ecosystem services that will be monitored. For example, the use of farm fields by overwintering waterfowl as habitat provides important ecosystem services at the expense of farmers. The winter farm fields can attract many birds thereby diverting them from higher use recreation fields in neighbouring communities.
2.3.3	Staff suggest that farmers be engaged to co-create solutions, strategies and actions regarding the provision to increase actively farmed agricultural land and minimize conflicts. Consider advocacy and collaboration to encourage and facilitate urban farming would be helpful for urban contexts such as Vancouver.
2.3.5	Include advocacy and collaboration to support agricultural business-to-agricultural business and/or other businesses collaboration across jurisdictions within Metro Vancouver which may assist to strengthen agricultural businesses. Connecting producers to other businesses has the ability to strengthen local supply chains, business resilience and the use of industrial lands.
2.3.10	Staff encourage the inclusion of advocating for streamlining on-farm renewable energy projects like anaerobic digesters. These projects add value to agricultural businesses' viability (on a relatively small floor plate) and contribute to renewable

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	natural gas targets for utilities. In addition, include opportunities to improve carbon sequestration (GHG removal or reduction enhancement) – range of opportunities and could be carbon market and BC Offset options in the future.
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	
3.1.1	The City of Vancouver practice assumes that the term "no net loss" of ecosystems as a policy will rely on a holistic view of ecosystems, knowledge and other inputs about baseline monitoring, ecological restoration techniques and the creation/restoration of habitat "units" at a specific ratio, e.g. 2 new: 1 lost or whatever is appropriate. This type of policy is not well practiced in most current environmental regulations. If successful, as an internal policy, it has the potential to be replicated across the region.
3.1.9	Consideration to include Indigenous cultural practices as a permitted use
3.3.1 & 3.3.4	In response to the climate crisis, Metro Vancouver could consider amending its policies, codes of practices and air quality regulations to include the management of carbon pollutants such as CO_2, and CH_4 and work with the Province to support this initiative. It is an ambitious statement, but perhaps there is an opportunity for Metro Vancouver to assist the region to reach its ambitious mitigation targets with the help of its regulatory authority around air quality.
3.3.2 b)	Include "enhance resilience to climate change impacts." So as to include the development of policies and regulations that support climate action in both the mitigation and adaptation spheres.
3.3.3	Staff request more guidance on the definition of a major transportation project and the how health impact assessments would be conducted, assessed and evaluated, and taken into account. In addition, staff would like clarity on the role Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate. While this direction is generally positive, staff are concerned that a narrow focus on "[minimizing] public exposure to traffic-related pollutants" could result in outcomes which are at odds with larger regional goals to reduce automobile dependence and support sustainable transportation, e.g. results being used to push back against road space reallocation to support sustainable transportation modes because it will "cause congestion and idling, etc." or because people might be encouraged to cycle in a safe protected bike route "next to moving car traffic."
3.3.7 b) ii)	Consider expanding the direction to reference to prior mentioned demand management strategies, complete community, and other policy and regulatory tools. i.e. "such as safe, convenient active transportation routes directly serving key destinations such as high streets, community centres, and transit stations".

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Goal 4: Provide Diverse and Affordable Housing Choices	
Preamble	Metro 2050 is the first Metro Vancouver Regional Growth Strategy to include a stand-alone housing goal, a reflection of the growing urgency of housing affordability pressures across the region. The preamble outlines the housing challenges facing households across Metro Vancouver, and acknowledges that a diverse mix of housing types and tenures are needed to address these challenges, in cooperation with government and sector partners. Overall Goal 4 is well aligned with Vancouver's *Housing Vancouver* Strategy, with a parallel structure, goals, and actions. In the second paragraph, it may be valuable to connect the objectives under Goal 4 with the objectives of the Transportation, Complete Communities, and Climate Change goals
4.1.5	Staff are supportive of new enabling legislation for local governments to mandate affordable housing through inclusionary zoning powers, and note that advocacy should consider the balance needed between market-rate and below-market rate units in inclusionary developments to ensure financially feasible outcomes.
4.2.3	Staff are supportive of a regional target for transit-oriented affordable housing, as it is in line with city community plans and housing policies. Staff suggest further analysis to determine if 15% is the right target – i.e. exploring the delivery of rental and non-market housing near transit to date across the region to understand recent trends and future potential.
4.3.5 4.3.7	Staff are supportive of Metro Vancouver accepting Regional Context Statements that indicate how municipalities will collaborate with senior levels of government and partners to increase the supply of permanent, affordable, and supportive housing units and pathways out of homelessness. Staff also suggest that Metro Vancouver may still have a role to play in coordinating or facilitating a regional approach to homelessness with member municipalities, non-profit housing and homelessness service providers, and other levels of government.
4.3.6	Staff are supportive of Metro advocacy to senior levels of government on rent supplements and shelter assistance rates. However, there also needs to be a discussion about the high cost of living and construction in Metro Vancouver cities – often the level of rent supplement provided under existing programs is not sufficient to enable low-income households to stay in cities or support financially viable housing construction. This can lead to geographic equity problems with rent supplement programs

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Goal 5: Support Sustainable Transportation Choices	
5.1.6	Staff suggest strengthening language and including a desired outcomes of reducing dependency on private automobiles/reducing car ownership/prioritizing sustainable transportation/enabling other uses of public space
5.1.10	Consider specifically referencing bridges and other pinch points which can become major barriers or bottlenecks to safe, all ages and abilities active transportation. "Operating" reads as "maintaining" consider tweaking language from "expanding and operating" to, "expanding and upgrading" to support safe, convenient, direct active transportation connections for all ages and abilities.
5.1.14 b)	Mobility pricing included in an earlier draft of the RGS but is removed in the current draft. Given that it has demonstrated significant behaviour change, staff suggest including mobility pricing as a key action.
5.1.14 c)	Enhanced walkability measures were included in an earlier draft of the RGS but it has been simplified to "Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking." Staff suggest the inclusion of enhanced walkability and cycling measures for all ages and abilities, including providing direct and comfortable connections that serve everyday destinations such as commercial areas, transit stations, schools, and community centres to encourage the importance of other modes of transportation for all trips.
5.1.15 d)	Consider being more explicit about ensuring that new and emerging technologies complement compact, complete, walkable and bikable communities, and mass transit. New technology should not exacerbate auto-oriented urban sprawl or work against efforts to prioritize healthy, low cost active transportation and mass transit.

F. Implementation

Topic	RGS Reference	Issues and Comments
Providing for Appropriate Municipal Flexibility	6.2.7	There is a need to provide temporary emergency housing for those experiencing homelessness on lands that may not be designated to allow residential uses such as industrial or employment. The RGS does not contain a flexibility provision to allow temporary conversions to allow housing on these lands where the long term industrial and employment intent for the designations remain. Consider amending provision 6.2.7 and 2.2.9 (d) (V), to permit residential uses on lands designated employment or industrial subject to the housing being made available exclusively to persons experiencing, or at risk of experiencing

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		homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).

G. Performance Monitoring

No additional comments.

H. Glossary of Terms

No additional comments.

I. Maps

No additional comments.

Sincerely,



Eleena Marley, CEO

Vancouver Economic Commission

VanRIMS No.: 08-2000-20

December 17, 2021

Sent via email:

Chris Plagnol, Corporate Officer, Metro Vancouver
Chris.Plagnol@metrovancouver.org

CC to:

Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Heather.McNell@metrovancouver.org

Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver
Sean.Galloway@metrovancouver.org

James Stiver, Division Manager, Regional Land Use Policy, Metro Vancouver
james.stiver@metrovancouver.org

Eric Aderneck, Senior Planner, Regional Planning and Housing Services, Metro Vancouver
eric.aderneck@metrovancouver.org

Dear Chris:

RE: City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050

Vancouver City Council, at its meeting on November 16 and December 14, 2021, approved the following:

A. THAT Council endorse staff comments on the Draft Regional Growth Strategy (RGS) Metro 2050 as consolidated in Appendix A of the Report dated October 6, 2021, entitled “City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050”**,** be provided to Metro Vancouver as the City of Vancouver’s formal response.

B. THAT Council endorse the Metro Vancouver Regional Industrial Lands Strategy (RILS) as consolidated in Appendix B of the Report dated October 6, 2021, entitled “City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050”**,** and direct staff to consider and recommend opportunities to implement the Strategy’s actions.

C. THAT Council conveys appreciation to Metro Vancouver for the work to develop a new updated RGS and RILS for a sustainable and livable region; and that the Report dated October 6, 2021, entitled “City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050”**,** and its recommendations be sent to the Chair of the Metro Vancouver Regional Board, to Metro’s Chief Administrative Officer, and to the other municipal councils and TransLink.

Link to the above-noted report online: https://council.vancouver.ca/20211116/documents/r1.pdf

Yours truly,



Katrina Leckovic
City Clerk

tel: 604.873.7998
City Clerk’s Office e-mail: info@vancouver.ca

CITY OF VANCOUVER

REPORT

Report Date: October 6, 2021
Contact: Chris Robertson
Contact No.: 604.873.7684
RTS No.: 14672
VanRIMS No.: 08-2000-20
Meeting Date: November 16, 2021
Submit comments to Council

TO: Vancouver City Council

FROM: General Manager of Planning, Urban Design and Sustainability

SUBJECT: City Comments on the Draft Regional Growth Strategy (RGS) Metro 2050

RECOMMENDATION

A. THAT Council endorse staff comments on the Draft Regional Growth Strategy (RGS) Metro 2050 as consolidated in Appendix A, to be provided to Metro Vancouver as City of Vancouver's formal response.

B. THAT Council endorse the Metro Vancouver Regional Industrial Lands Strategy (RILS) as consolidated in Appendix B, and direct staff to consider and recommend opportunities to implement the Strategy's actions.

C. THAT Council conveys appreciation to Metro Vancouver for the work to develop a new updated RGS and RILS for a sustainable and livable region; and that this report and its recommendations be sent to the Chair of the Metro Vancouver Regional Board, to Metro's Chief Administrative Officer, and to the other municipal councils and TransLink.

REPORT SUMMARY

In accordance with the Local Government Act, Metro Vancouver initiated an update to the existing Regional Growth Strategy (RGS), Metro 2040 in April 2019. The update is being undertaken with member municipalities to extend the regional growth strategy to the year 2050, to consider significant drivers of change, to improve policies and integrate with TransLink's Transportation Vision, Transport 2050. Metro 2040 was reviewed through a series of Policy Reviews by subject area to identify any gaps and opportunities, to enhance the existing policy and set a direction through the vision and principles. Economic actions in the RGS support a prosperous economy through the Regional Industrial Lands Strategy (RILS). The RILS strategies informed the Industrial and Mixed Employment Policy Review and advance the policy

objective to protect and intensify industrial lands in the region as articulated in regional plans. The RILS was completed and approved by the Metro Vancouver Board on July 3, 2020. In June 2021 a draft of the updated regional growth strategy, Metro 2050, was released for review.

This report provides an update and overview of the draft Metro 2050 and recommends that Council endorse the staff comments and endorse the RILS. Metro Vancouver requests member jurisdictions to submit formal comments on the draft Metro 2050 through Council resolution by November 26, 2021.

COUNCIL AUTHORITY/PREVIOUS DECISIONS

City Policies, Plans and Decisions

- Vancouver Plan - Updates and Quick Start Actions (2021)
- Climate Emergency Action Plan (2020)
- Employment Lands and Economy Review Emerging Policy Directions, Ideas and Potential Actions (2020)
- Vancouver Plan Terms of Reference (July 2019)
- Rain City Strategy (2019)
- Resilient Vancouver Strategy (2019)
- VanPlay (2019)
- Housing Vancouver (2017)
- Healthy City Action Plan (2014)
- Regional Context Statement Official Development Plan (2013)
- Climate Change Adaptation Strategy (2012)
- Transportation 2040 (2012)

Regional Initiatives:

- Metro 2050, Metro Vancouver's regional growth strategy (underway)
- Transport 2050 (underway)
- Regional Industrial Lands Strategy (2020)
- Climate 2050 (2019)
- Metro 2040, Metro Vancouver's regional growth strategy (2011)

*CITY MANAGER'S/GENERAL MANAGER'S COMMENTS **

The City Manager recommends approval of the foregoing.

REPORT

Background/Context

Draft Metro 2050

A regional growth strategy is a long-range, strategic land use plan aimed at advancing the region's livability and sustainability by managing anticipated growth. Regional growth strategies align projected long-term growth with transportation and infrastructure planning while protecting agricultural, green spaces, and industrial lands. These strategies are authorized under the BC Local Government Act.

Metro Vancouver 2040: Shaping our Future, the existing regional growth strategy (Metro 2040), is the region's collective vision for how growth (population, housing and jobs) will be managed to

support the creation of complete, connected, and resilient communities, protect important lands, and support the efficient provision of urban infrastructure like transit and utilities. Metro 2040 was adopted in 2011, by Metro Vancouver, all member jurisdictions, TransLink, and adjacent regional districts. The Local Government Act requires a regional growth strategy to be reviewed for possible amendment at least once every five years. On April 26, 2019 Metro Vancouver Regional District Board (MVRD) passed a resolution to initiate an update to the current RGS Metro 2040 to extend the regional growth strategy to the year 2050, to improve policies and integrate with Transport 2050 (TransLink's new Regional Transportation Strategy). The RGS policy review process included member jurisdictions, regional stakeholders, the general public and First Nations in a series of committees and working groups.

The draft Metro 2050 adds new elements that tackle timely and urgent issues. This includes a new focus on climate action, social equity, and the economy (especially regarding employment location and loss of employment lands). A new stand-alone housing chapter provides direction for affordable housing near transit with actions that recognize the distinct roles and responsibilities of Metro Vancouver, member municipalities, and other levels of government. Other elements of the RGS are also in strong alignment with Council's priorities and plans, including the Climate Emergency Action Plan, Employment Lands and Economy Review, Housing Vancouver, and the Vancouver Plan.

Regional Context Statements (RCS) are the policy tools that link municipal policies and plans to the RGS. Following the adoption of Metro 2050, Vancouver will have two years (anticipated to be July 2024) to submit an updated Regional Context Statement Official Development Plan (RCS ODP) that demonstrates how Vancouver policies and plans are generally consistent and will support the RGS over time.

In collaboration with member jurisdictions, Metro Vancouver has drafted revised population, dwelling unit and employment growth projections for Metro 2050. These projections do not consider existing housing needs and City Staff are working on updating housing targets as part of the ongoing Vancouver Plan process. This work is also being coordinated with the Province's requirements for Housing Assessments as part of municipal official community plans.

Metro Vancouver Regional Industrial Lands Strategy
In early 2018, recognizing both the shortage and importance of industrial lands in the region to the economy, Metro Vancouver's Board Chair struck the Industrial Lands Strategy Task Force to guide the development of a Regional Industrial Lands Strategy. After over two years of research and engagement, the Metro Vancouver Regional Industrial Lands Strategy (RILS) was completed and approved by the Metro Vancouver Board on July 3, 2020.

The RILS identifies 34 recommendations to respond to the 4 principal challenges facing the region's industrial lands, with 10 priority actions for early implementation.

Strategic Analysis

Draft Metro 2050
The draft Metro 2050 maintains similar content to Metro 2040. The 'big moves' reflect engagement and feedback from member jurisdictions, other regional agencies, the Province, First Nations, and the public including:

- Stronger alignment of planned locations for growth with transit investment through a new tool called 'Major Transit Growth Corridors'

- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on employment lands near rapid transit stations
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts
- Aspirational regional targets for the federation to collectively work toward more affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover
- Improved integration of social equity outcomes
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs

The following table compares the goals and strategies of the Metro 2040 and the draft Metro 2050.

Table 1: Metro 2040 and Draft Metro 2050 (June 2021) Goals and Strategies Comparison

Metro 2040		Draft Metro 2050	
Goals	**Strategies**	**Goals**	**Strategies**
1. Create a compact urban area	1.1 Contain urban development within the urban containment boundary	1. Create a compact urban area	1.1 Contain urban development within the urban containment boundary
	1.2 Focus growth in urban centres and frequent transit development areas		1.2 Focus growth in urban centres and frequent transit development areas
			1.3 Develop resilient, healthy, connected, and complete communities with a range of services and amenities
	1.3 Protect the region's rural areas from urban development		1.4 Protect rural lands from urban development
2. Support a sustainable Economy	2.1. Promote land development patterns that support a diverse regional economy and employment close to where people live	2. Support a sustainable economy	2.1 Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live
	2.2 Protect the supply of industrial land		2.2 Protect the supply, and enhance the efficient utilization, of industrial land
	2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production		2.3 Protect the supply of agricultural land and strengthen agricultural viability
3. Protect the environment and respond to climate change impacts	3.1 Protect conservation and recreation lands	3. Protect the environment and respond to climate change and natural hazards	3.1 Protect and enhance conservation and recreation lands
	3.2 Protect and enhance natural features and their connectivity		3.2 Protect, enhance, restore, and connect ecosystems
	3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality		3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality
	3.4 Encourage land and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks		3.4 Encourage land use, infrastructure and human settlement patterns that improve resilience to climate change impacts and natural hazards

4. Develop complete communities	4.1 Provide diverse and affordable housing choices	4. Provide diverse and affordable housing choices	4.1 Expand the supply and diversity of housing to meet a variety of needs
	4.2 Develop healthy and complete communities with access to a range of services and amenities		See Draft Metro 2050 Strategy 1.3
			4.2 Expand, retain, and renew rental housing supply and protect tenants
			4.3 Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
5. Support sustainable transportation choices	5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking	5. Support sustainable transportation choices	5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking
	5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services		5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

Key Issues and Concerns

Regional Overlays and the Major Transit Growth Corridors
Major Transit Growth Corridors (MTGCs) are new organizing principle and growth monitoring tools in the draft Metro 2050. MTGCs are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs). The MTGCs have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on RGS principles. City staff are concerned about the identification of large areas of growth opportunities and the ability to manage the impact of land speculation to existing renters and local businesses in advance of more detailed local planning and mitigation policies. Staff also note that regionally-significant MTGCs will have different meaning in urban and suburban contexts. The types of technology applicable to the context will have differing impact for municipalities across the region.

Urban Land Use Designations – Employment
The draft Metro 2050 includes a new provision that would allow municipalities to consider affordable and rental housing as part of mixed-use buildings on employment lands within 200 metres of rapid transit stations. If these provisions are included in the final version of Metro 2050, staff will recommend draft criteria that the City would use if it employs these provisions. The mixing of light industrial and residential uses is not a common practice in Vancouver and other major North American cities. This practice could have significant impacts on land values and on the types of industrial activities that would be financially and operationally viable in these areas. A summary of the potential issues that will be taken into consideration before moving forward has been provided to Council as a memo detailing the emerging approach for modernizing and intensifying Vancouver's industrial lands in line with the direction provided in the RILS (RTS #14545 "Project Update – Industrial Modernization and Intensification Framework").

The June 2021 Draft Metro 2050 RGS can be found on Metro Vancouver's website at: http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf. Metro Vancouver has also established a web-based comment form on their website to enable interested parties to provide comments by November 26th at: https://forms.metrovancouver.org/planning/Pages/metro-2050-feedback.aspx.

Endorsement of the Metro Vancouver Regional Industrial Lands Strategy
The Metro Vancouver Regional Industrial Lands Strategy (RILS) was approved by the MVRD Board on July 3, 2020. The Strategy has been sent to member jurisdictions and non-voting Industrial Lands Strategy Task Force member agencies requesting their endorsement and implementation, as appropriate. City Staff are recommending that Council endorse the RILS to guide policy planning work in Vancouver's industrial areas over the long term.

An assessment of the 10 priority actions in the RILS and how they impact planning in Vancouver is provided in Appendix B.

Public/Civic Agency Input (if applicable)

Metro Vancouver has conducted municipal, stakeholder and public consultation throughout the update of the RGS. The Vancouver Plan process has highlighted the relationship and alignment of emerging directions of the Vancouver Plan with the RGS Update and with the Regional Transportation Plan, Transport 2050, currently underway by TransLink,

Implications/Related Issues/Risk

Financial

Upon approval of the final RGS, Metro 2050, the goals and strategies will be integrated into the City's various planning programs and will inform infrastructure and public amenity needs to implement the RGS actions within Vancouver.

Environmental

A key goal of the RGS is to "Protect the Environment and Respond to Climate Change and Natural Hazards". Climate change is expected to continue to cause extreme heat, a reduced snowpack, increasing sea levels, air quality events and more intense and frequent drought and rainfall events in the region. The strategies also encourage land-use patterns that will reduce energy use and carbon pollution throughout the region. The draft Metro 2050 has updated the strategies within this goal with aims to improve resilience to climate change impacts and to improve resilience efforts equitably, prioritizing nature-based solutions and communities and support for people in the region that are disadvantaged or have been disproportionately impacted by climate change.

Legal

There are no legal implications regarding the review of the Draft RGS, Metro 2050.

CONCLUSION

This report provides an overview of the draft RGS and the RILS. Staff support most of the draft RGS, Metro 2050 including all of the Goals and Strategies and provide comments on specific strategies as outlined in this report to be considered in preparing the proposed RGS Update (Appendix A). Staff are seeking Council's authorization to endorse comments contained in this report and forward them to Metro Vancouver along with Council's endorsement of the RILS. Staff support moving Metro 2050 toward the next steps of the RGS update, which anticipates a formal bylaw adoption process for Metro 2050 beginning in January 2022. Following the adoption of Metro 2050, expected in Q3 of 2022, Vancouver will have two years (anticipated to

be July 2024) to submit an updated Regional Context Statement Official Development Plan (RCS ODP) that demonstrates how Vancouver policies and plans will be generally consistent to the RGS over time.

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Consolidated List of Recommended Revisions and Updates to Draft RGS July, 2021

All Vancouver comments are listed or referred to here. The comments are grouped by the main sections of the draft RGS.

Abbreviations
RGS = Regional Growth Strategy
RCS = Regional Context Statement

A. Metro 2050 Scope and Linkages to Other Plans
No additional comments.

B. Introduction to the Region
No additional comments.

C. Introduction to the Regional Growth Strategy
No additional comments.

D. Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

Topic	RGS Reference	Issues and Comments
Urban Land Use Designations	Employment	See Council Report Strategic Analysis under: Key Issues and Concerns - *Urban Land Use Designations – Employment*
Regional Overlays and Major Transit Growth Corridors	Major Transit Growth Corridors	See Council Report Strategic Analysis under: Key Issues and Concerns - *Regional Overlays and the Major Transit Growth Corridors*

E. Goals, Strategies & Actions

Goal 1: Create a Compact Urban Area	
RGS Reference	**Issues and Comments**
1.2.12, 1.2.24 b) v), 1.3.7 f),	Transit-oriented development in the region has not always been delivered in an equitable way that is accessible to people of diverse incomes and identities. Staff suggest the inclusion of social impacts/mitigation of displacement in implementation guideline with an opportunity to link to Strategy 1.3.7 f). Staff also suggest that the implementation guidelines themselves could address how municipalities can direct growth near transit but off of arterial roads and consider the impacts of “air quality, noise, and vibration mitigation strategies for new residential and commercial buildings This would also be valuable as an update to the Health Impact Assessment tool.

Goal 2: Support a Sustainable Economy	
Preamble	COVID has changed how many people work and do business – with significantly increased remote work / work-from-home options. Many believe the economy will never go back to the way things 'were'. City of Vancouver has engaged in public discussions around 'building back better' and how the city's Climate Emergency Action Plan identifies 'remote and flexible work' as key to reaching the city's transportation goals. Given the uncertainty and its impact in the long term on office space demand and housing design with more flexible 'live-work' possibilities, the preamble should reference this shift and the importance of building resilience. Agricultural, Industrial and Employment lands play an important role in flood management. For instance industrial and commercial uses are lower risk uses in a floodplain than compared to residential, especially when planned and designed for flood. Agricultural land can also play an important role in regional food system resilience, but to realize this, more action is needed to support and encourage food production as a priority use on agricultural lands and other suitable urban lands.
2.1.9	Include advocacy to the Federal and Provincial government to support green jobs and economy with a focus and an equity lens.
2.2.9 c) i)	Staff generally support the goal to protect industrial uses and to ensure non-industrial uses are not supported. In the Vancouver context there are differences in the definition of "non-industrial" compared to that in the region. For example, Vancouver considers Artist Production Spaces to be an industrial use whereas the Metro Vancouver white paper defines Artist Studios as non-industrial.
2.2.9 c) v)	Staff support the direction to review parking and loading requirements to avoid parking oversupply. In parallel, consider adding reference to encouraging or requiring transportation demand management strategies to reduce travel demand by automobile
2.2.9. d) vi)	Regarding the following text: "The residential uses should be on the upper floors of new office and light industrial developments", suggestion to allow for consideration of large multi-building sites where residential could be in a standalone building with the provision that developments include significant commercial and light industrial space in order to allow for more flexible and better designed developments. Also see Council Report Strategic Analysis under: Key Issues and Concerns - *Urban Land Use Designations – Employment*
2.3	Metro 2040 2.3 included an emphasis on food production, whereas Metro 2050 2.3 does not. It is important for the region to ensure food supply resiliency and access by residents that can endure times of shock and stress. (COVID as an example of this).
2.3.2	Staff suggest the inclusion of a reporting component to the monitoring of agricultural land and agricultural uses (including food production) in the region. This would enable member municipalities to see local agricultural production or learn about other benefits (including ecosystem services). Given that this provision includes a natural asset inventory with ecosystem services of private agricultural land, it will be important to clarify whether this will be done for the

	whole land base. In addition, staff emphasize the importance of including a diverse group of farmers and environmental practitioners as part of the collaboration between Metro Vancouver, the Province and the Agricultural Land Commission to determine the range of ecosystem services that will be monitored. For example, the use of farm fields by overwintering waterfowl as habitat provides important ecosystem services at the expense of farmers. The winter farm fields can attract many birds thereby diverting them from higher use recreation fields in neighbouring communities.
2.3.3	Staff suggest that farmers be engaged to co-create solutions, strategies and actions regarding the provision to increase actively farmed agricultural land and minimize conflicts. Consider advocacy and collaboration to encourage and facilitate urban farming would be helpful for urban contexts such as Vancouver.
2.3.5	Include the importance of food production in the agricultural awareness activities that promote the importance of agricultural industry. In addition, include advocacy and collaboration to support business-to- business collaboration within the agricultural sector with other sectors across jurisdictions within Metro Vancouver which may assist to strengthen agricultural businesses. Connecting producers to other businesses has the ability to strengthen local supply chains, business resilience and the use of agricultural lands.
2.3.10	Staff encourage the inclusion of advocating for streamlining on-farm renewable energy projects like anaerobic digesters. These projects add value to agricultural businesses' viability (on a relatively small floor plate) and contribute to renewable natural gas targets for utilities. In addition, include opportunities to improve carbon sequestration (GHG removal or reduction enhancement) – range of opportunities and could be carbon market and BC Offset options in the future.
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	
3.1.1	The City of Vancouver practice assumes that the term "no net loss" of ecosystems as a policy will rely on a holistic view of ecosystems, knowledge and other inputs about baseline monitoring, ecological restoration techniques and the creation/restoration of habitat "units" at a specific ratio, e.g. 2 new: 1 lost or whatever is appropriate. This type of policy is not well practiced in most current environmental regulations. If successful, as an internal policy, it has the potential to be replicated across the region.
3.1.9	Consideration to include Indigenous cultural practices as a permitted use
3.3.1 & 3.3.4	In response to the climate crisis, Metro Vancouver could consider amending its policies, codes of practices and air quality regulations to include the management of carbon pollutants such as CO_2, and CH_4 and work with the Province to support this initiative. It is an ambitious statement, but perhaps there is an opportunity for Metro Vancouver to assist the region to reach its ambitious mitigation targets with the help of its regulatory authority around air quality. As identified in the Clean Air Plan, additional and stronger measures will be needed to reach the region's climate targets
3.3.2 b)	Include ".enhance resilience to climate change impacts." So as to include the development of policies and regulations that support climate action in both the mitigation and adaptation spheres.
3.3.3	Staff request more guidance on the definition of a major transportation project and the how health impact assessments would be conducted, assessed and evaluated, and taken into account. In addition, staff would like clarity on the role

	Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate. While this direction is generally positive, staff are concerned that a narrow focus on "[minimizing] public exposure to traffic-related pollutants" could result in outcomes which are at odds with larger regional goals to reduce automobile dependence and support sustainable transportation, e.g. results being used to push back against road space reallocation to support sustainable transportation modes because it will "cause congestion and idling, etc." or because people might be encouraged to cycle in a safe protected bike route "next to moving car traffic."
3.3.6 a) vi)	Staff are supportive of this direction, it is in line with the City's Climate Emergency Action Plan, the Green Buildings Policy for Rezoning, and the intentions to one day develop a Circular Economy Strategy. Staff suggest changes to include "and the increased use of low-carbon and *circular* building products and *processes*."
3.3.7 b) ii)	Consider expanding the direction to reference to prior mentioned demand management strategies, complete community, and other policy and regulatory tools. i.e. " such as safe, convenient active transportation routes directly serving key destinations such as high streets, community centres, and transit stations".
Goal 4: Provide Diverse and Affordable Housing Choices	
Preamble	Metro 2050 is the first Metro Vancouver Regional Growth Strategy to include a stand-alone housing goal, a reflection of the growing urgency of housing affordability pressures across the region. The preamble outlines the housing challenges facing households across Metro Vancouver, and acknowledges that a diverse mix of housing types and tenures are needed to address these challenges, in cooperation with government and sector partners. Overall Goal 4 is well aligned with Vancouver's *Housing Vancouver* Strategy, with a parallel structure, goals, and actions. In the second paragraph, it may be valuable to connect the objectives under Goal 4 with the objectives of the Transportation, Complete Communities, and Climate Change goals
4.1.5	Staff are supportive of new enabling legislation for local governments to mandate affordable housing through inclusionary zoning powers, and note that advocacy should consider the balance needed between market-rate and below-market rate units in inclusionary developments to ensure financially feasible outcomes.
4.2.3	Staff are supportive of a regional target for transit-oriented affordable housing, as it is in line with city community plans and housing policies. Staff suggest further analysis to determine if 15% is the right target – i.e. exploring the delivery of rental and non-market housing near transit to date across the region to understand recent trends and future potential.
4.3.5 4.3.7	Staff are supportive of Metro Vancouver accepting Regional Context Statements that indicate how municipalities will collaborate with senior levels of government and partners to increase the supply of permanent, affordable, and supportive housing units and pathways out of homelessness. Staff also suggest that Metro Vancouver has a role to play in coordinating and facilitating a regional approach to homelessness with member municipalities, non-profit housing and homelessness service providers, and other levels of government.

4.3.6	Staff are supportive of Metro advocacy to senior levels of government on rent supplements and shelter assistance rates. However, there also needs to be a discussion about the high cost of living and construction in Metro Vancouver cities – often the level of rent supplement provided under existing programs is not sufficient to enable low-income households to stay in cities or support financially viable housing construction. This can lead to geographic equity problems with rent supplement programs
Goal 5: Support Sustainable Transportation Choices	
5.1.6	Staff suggest strengthening language and including a desired outcomes of reducing dependency on private automobiles/reducing car ownership/reducing the number of vehicles/prioritizing sustainable transportation/enabling other uses of public space
5.1.10	Consider specifically referencing bridges and other pinch points which can become major barriers or bottlenecks to safe, all ages and abilities active transportation. "Operating" reads as "maintaining" consider tweaking langue from "expanding and operating" to, "expanding and upgrading" to support safe, convenient, direct active transportation connections for all ages and abilities.
5.1.14 b)	Mobility pricing included in an earlier draft of the RGS but is removed in the current draft. Given that it has demonstrated significant behaviour change, staff suggest including mobility pricing as a key action. Mobility pricing also has the potential to be a key tool in helping the region achieve its climate change targets.
5.1.14 c)	Enhanced walkability measures were included in an earlier draft of the RGS but it has been simplified to "Manage and enhance municipal infrastructure in support of transit, multiple-occupancy vehicles, cycling, and walking." Staff suggest the inclusion of enhanced walkability and cycling measures for all ages and abilities, including providing direct and comfortable connections that serve everyday destinations such as commercial areas, transit stations, schools, and community centres to encourage the importance of other modes of transportation for all trips.
5.1.15 d)	Consider being more explicit about ensuring that new and emerging technologies complement compact, complete, walkable and bikable communities, and mass transit. New technology should not exacerbate auto-oriented urban sprawl or work against efforts to prioritize healthy, low cost active transportation and mass transit.
5.2.6 b)	Staff are supportive of this action, and recommend broadening the language of supporting goods movement via "roads, highways, railways, aviation, and short sea shipping" to also include active transportation.

F. Implementation

Topic	**RGS Reference**	**Issues and Comments**
Providing for Appropriate Municipal Flexibility	6.2.7	There is a need to provide temporary emergency housing for those experiencing homelessness on lands that may not be designated to allow residential uses such as industrial or employment. The RGS does not contain a flexibility provision to allow temporary conversions to allow housing on these lands where the long term industrial and employment intent for the designations remain. Consider amending provision 6.2.7 and

		2.2.9 (d) (V), to permit residential uses on lands designated employment or industrial subject to the housing being made available exclusively to persons experiencing, or at risk of experiencing homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).

G. Performance Monitoring
No additional comments.

H. Glossary of Terms
No additional comments.

I. Maps
No additional comments.

Metro Vancouver Regional Industrial Lands Strategy Recommendations and Their Application to the City of Vancouver

Big Move #1: Protect Remaining Industrial Lands		
Priority Action	**Description**	**Application to the City of Vancouver**
#1. Define 'Trade-Oriented' Lands	These large sites are associated with the transportation of goods to and through the region; serving a national function and are crucial to the economy. A clear, consistent and collaboratively-developed definition will support their protection.	Implementation of this action will need to consider implications for achieving other RGS and municipal goals. For example, if lands are in close proximity to rapid transit, it may be appropriate to encourage intensive employment and multi-story industrial use.
#2. Undertake a Regional Land Use Assessment	Proactively, in collaboration with municipalities, identify the 'best' locations for different types of land uses based on a set of criteria.	The Regional Land Use Assessment exercise being proposed by Metro Vancouver will be very helpful for confirming the long term future role of large industrial precincts in the City. This work will build upon the Vancouver Plan process.
#3. Strengthen Regional Policy	Through the update of the regional growth strategy, Metro Vancouver will explore implementation changes, such as a consistent definition for Industrial, higher voting thresholds to amend the regional Industrial land use designation, and exploration of 'no net loss' as part of the amendment criteria.	These types of measures are important tools for protecting remaining industrial lands in the city.
#4. Seek Greater Consistency in Local Government Zoning Definitions and Permitted Uses	Metro Vancouver will, in collaboration with member jurisdictions and other regional agencies, develop a consistent definition of 'industrial' and guidelines for permitted uses. Member jurisdictions, through regional context statement updates, will review and update their zoning bylaws using the established guidelines.	The nature of industrial activities in Vancouver's context are varied and include uses such as film production, arts & culture production and exhibition, technology and lab research work in addition to more traditional manufacturing, distribution and repair. It is anticipated that regional guidelines will need to be flexible to allow application in a diversity of for local contexts.

Big Move #2: Intensify and Optimize Industrial Lands		
Priority Action	**Description**	**Application to the City of Vancouver**
#5. Facilitate the Intensification / Densification of Industrial Forms Where Possible:	Promote multi-level industrial buildings or other development forms, by removing regulatory barriers like zoning height and density limits to encourage a more efficient use of the limited land supply; also consider mixed-use on Mixed Employment lands near rapid transit stations.	This priority action is consistent with the findings and continued implementation work of the CoV Employment Lands and Economy Review. Staff are advancing technical and stakeholder work as part of the Industrial Intensification and Modernization Framework. Council was provided with an update on the status of that work in November 2021.
Big Move #3: Bring the Existing Land Supply to Market & Address Site Issues		
#6. Prepare Bring-to-Market Strategies for Vacant or Under-Developed Industrial Lands	Proactively address issues preventing the development of vacant or under-utilized industrial lands, which may have unique site challenges, such as servicing limitations, soil qualities, and ownership assembly.	The CoV is already implementing these types of activities in the DTES. This work could be expanded to other parts of the city.
#7. Ensure Transportation Connectivity	TransLink, Metro Vancouver, the Port, the Airport and municipalities will continue to work together to coordinate investment in the transportation network, implement the Regional Goods Movement Strategy, enhance the regional truck route network, support efficient container drayage, and provide transit for industrial workers.	This will be supported as part of future work.
Big Move #4: Ensure a Coordinated Approach		
#8. Coordinate Strategies for Economic Growth and Investment	Profile the importance of industrial lands for the economy, and link with municipal economic development objectives and the Metro Vancouver Regional Economic Prosperity Service, to attract investment to the region	The CoV will continue to support coordination through various departments and functions including the Vancouver Economic Commission.
#9. Improve Data and Monitoring	Update the Metro Vancouver Regional Industrial Lands Inventory to have a better shared understanding of the current land uses and supply, and conduct a Regional Employment Survey.	
#10. Develop a Framework for Collaboration	Work with the adjacent regional districts and the Province to advance coordinated infrastructure investments, land use planning, and economic development	

City of Richmond comments on the June 2021 draft of the *Metro 2050* Regional Growth Strategy

The following is a summary of the City of Richmond's comments on the June 2021 draft of *Metro 2050*. Comments consist of (1) ways to strengthen the document, and (2) refinements to improve clarity and consistency.

Ways to Strengthen *Metro 2050*

1. Make "no net loss" a minimum requirement for Conservation and Recreation lands and strive for net environmental gain

Metro 2040 encourages "the province, utility companies and TransLink to avoid fragmentation of Conservation and Recreation areas when developing and operating utility and transportation infrastructure, but where unavoidable, consider mitigating the impacts, including possible enhancement to the areas." The June 2021 draft of *Metro 2050* strengthens this policy through two provisions:

Policy 3.1.3:	In its role in constructing and operating regional infrastructure, Metro Vancouver will "avoid ecosystem loss and fragmentation… but where unavoidable, mitigate the impacts, including ecosystem restoration and striving for no net ecosystem loss."
Policy 3.1.6:	Metro Vancouver will "advocate to the Federal Government, the Province, utility companies, and TransLink" to do the same.

The above policies should be further strengthened so that "no net loss" is a minimum requirement rather than something to be "strived for". Additionally, enhancements and/or areas that are conserved should seek to contribute to network connectivity of natural hubs and corridors (current or potential future). The region should commit to this standard for its own projects and clearly advocate that others adhere to it. Metro Vancouver should define an approach that is consistent with provincial/federal frameworks for project-related ecosystem loss.

2. Capture Metro Vancouver's climate action support role

In Metro Vancouver's Climate 2050 Strategic Framework (p. 14), first approved by the Metro Vancouver Board in September 2018 and revised in July 2019, three roles are identified for Metro Vancouver:

1) **Planning**: consider climate change in regional planning, including:
   a) the management and regulation of greenhouse gas emissions
   b) working with members to help plan for compact complete communities
   c) evaluating how climate change will affect future development and growth in the region
2) **Approving funding**: Metro Vancouver has approval authority over key funding sources in the Federal Gas Tax and the Sustainability Innovation Funds, which can enable greenhouse gas and climate adaptation projects in corporate operations and the region

3) **A regional forum**: builds and facilitates collaborative processes which engage the public and build partnerships; engage its members and other partners to develop the Climate 2050 Roadmaps and implement joint climate action projects.

Engaging member jurisdictions and other partners to coordinate program delivery and jointly take climate action is a function that forms part of the regional forum role. Richmond recommends strengthening *Metro 2050* by adding two policies that reflect this function. The proposed wording ensures that participation by member jurisdictions in joint action would be contingent on agreement with Metro Vancouver:

Policy 3.3.2 (d)	[Metro Vancouver will] work in partnership with member jurisdictions to facilitate, support and/or jointly implement agreed-upon cross-jurisdictional policies and programs that that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.
Policy 3.3.8	[Member jurisdictions will] work in partnership with Metro Vancouver to jointly implement agreed-upon cross-jurisdictional policies and programs that reduce energy consumption and greenhouse gas emissions, improve air quality, create carbon storage opportunities, and that meet or work towards Policy 3.3.7.

Richmond notes that this function has been a core service of the Capital Regional District for close to ten years. Experience there suggests that such a service would assist member jurisdiction efforts to reduce greenhouse gases, and that coordinated program delivery should reduce total administrative costs to member jurisdictions.

3. Strengthen discussion of natural assets

Draft *Metro 2050* Policy 3.2.7(b)(ii) refers to "ecosystem services", which is a broad topic. The City recommends expanding this policy to include regionally-focused studies. Policy relating to ecosystem services can be further strengthened with regional assessments. Local Governments can apply the results of regionally-focused studies, such as natural asset valuation, locally to support existing ecosystem service initiatives alongside with infrastructure management and planning. Natural assets are the stock of natural resources or ecosystems that are relied upon, managed, or could be managed by a government for the provision of services[3]. Examples include removing pollutants from the air and water, protecting shorelines from damage and maintaining soil productivity. Natural assets can generally provide these services at a lower cost than an equivalent engineered solution while providing a host of other environmental and socio-economic benefits.

4. Strengthen discussion of social equity

Richmond supports the integration of social equity considerations into the *Metro 2050* draft and believes it can be further strengthened. As drafted, *Metro 2050* provides a definition of social equity as "the promotion of fairness and the removal of systematic barriers that may cause or

[3] See Asset Management BC. 2019. Integrating Natural Assets into Asset Management. www.assetmanagementbc.ca.

aggravate disparities experienced by different groups of people" and goes on to provide examples, including socioeconomic status, ethnicity, race, sex, age, disability, gender, sexuality, religion, indigeneity, class, and other equity-related issues. While the draft mentions social equity in some of the strategies, it does not identify the barriers to be removed, and does not offer concrete policies to address these barriers. In addition, some of the goals and strategies contained in the document address age, income and ability, but they do not address other key equity-related issues, such as ethnicity, race, gender and indigeneity, which affect an individual's experience of life in a community and their economic potential. The document also talks about a strong sense of neighbourhood identity, social connection and community resilience, and inclusion, but does not offer tangible solutions beyond accessing housing. Finally, universal accessibility is an important element of equity in relation to the physical design of our homes, workplaces and public spaces, and should be addressed more fully.

There are likely many opportunities to strengthen the social equity lens with this review in mind. Given that the scope of the regional growth strategy is primarily physical development, the most obvious opportunity to address barriers and identify solutions would be to incorporate policies for both Metro Vancouver and member jurisdictions to apply a broadly inclusive equity lens to physical planning and design. This would consider ethnicity, race, gender, age, indigeneity, disability, class and other issues and would apply to private and public spaces of all kinds. Perhaps most importantly, it would apply to the planning and design process. Rather than suggest specific changes, Richmond suggests that Metro Vancouver review the *Metro 2050* draft holistically and consider how to further strengthen the social equity lens throughout.

5. Make other small changes to strengthen the June 2021 *Metro 2050* draft

Richmond recommends the changes shown in the following list to further strengthen *Metro 2050*. Each item in the list includes the specific section of *Metro 2050* to which it applies, the suggested change and a rationale. As needed, please refer to the *Metro 2050* draft (Attachment 3) for the related text.

- Introductory Material

Section	Suggested Change	Reason
Context for the RGS	The Geographic Context section highlights the socio-economic significance of our geography. Add a reference to the ecological significance of our geography including biodiversity.	The lower mainland is an important global hub for wildlife and biodiversity. For example, it is an essential stop for migratory birds on the Pacific Flyway. And the Fraser River is one of the world's most significant salmon rivers. Regional growth can have important impacts on these globally significant ecosystems.

- Goal 1: Create a Compact Urban Area.

Section	Suggested Change	Reason
Introduction, paragraph 3	Change "Complete communities are walkable….live, work and play and stages of their lives." to "Complete communities are walkable….live, work and play ***at all ages*** and stages of their lives."	Better reflect the aging population.

Section	Suggested Change	Reason
1.2.24(b)(iv)	In policies for Urban Centres and Frequent Transit Development Areas, include transportation demand management (TDM) and promotion of other mobility options.	Support decreased demand for parking and support active transportation modes.
1.2.28	Change "Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas." to "Continue to develop walking and biking infrastructure programs that prioritize improvements in ***and between*** Urban Centres and Frequent Transit Development Areas."	Support regional connections via cycling networks.

- Goal 2: Support a Sustainable Economy.

Section	Suggested Change	Reason
2.2.3	In preparation of Implementation Guidelines, reference collaboration with municipalities, as done in Policies 1.1.3 and 1.2.12.	Collaboration is important to leverage municipal expertise and to ensure guidelines respond to the unique perspectives and conditions in each member jurisdiction.

- Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards.

Section	Suggested Change	Reason
Strategy 3.4	Change "Climate change is expected to impact Metro Vancouver through warmer temperatures, decreased snowpack, sea level rise, longer summer drought periods, and increased precipitation in the fall, winter, and spring…" by adding "***as well as extreme heat and severe air quality events resulting from increased levels of wildfires in BC and elsewhere in the Pacific Northwest.***" Add a sentence referencing highly vulnerable populations or situations, such as seniors in older rental housing who are vulnerable to extreme heat.	Extreme heat and severe air quality events are critical and demonstrated results of climate change in the region and neither they nor their socio-economic impacts are adequately captured in the current text.
Table 5: Major Natural Hazards... (p.64)	For the listed Natural hazard "Tsunamis", add "Storm surges and King tides", and add "Sea level rise" in the Related climate change impact column.	Storm surges and king tides, which occur far more frequently than tsunamis, are exacerbated by sea level rise.
3.4.1	For this policy on planning and location of infrastructure, make it explicit that it includes proactive retrofits of ***existing*** Metro Vancouver infrastructure to provide resiliency to climate change impacts.	As currently stated, the policy could be interpreted to apply only to new infrastructure projects.

- Goal 4: Provide Diverse and Affordable Housing Choices.

Section	Suggested Change	Reason
Preamble	Reference climate-related impacts in planning for and developing housing.	Climate change mitigation and adaptation / resilience are already important for housing, including Step Code requirements and extreme heat impacts on vulnerable populations.
4.1.1, 4.1.2, 4.1.9	Add references to climate adaptation / resilience to policies about housing assessments, strategies or action plans.	Integrate climate adaptation / resilience.
4.2.7	In the list of policies and actions to identify in the Regional Context Statement, adjust (v) to include climate adaptation / resilience, or add (vi) "increased climate resilience"	Integrate climate adaptation / resilience.

- Goal 5: Support Sustainable Transportation Choices.

Section	Suggested Change	Reason
Preamble	Consider additional reference to micro mobility and Autonomous Vehicles.	Current wording does not capture emerging trends in personal mobility devices and autonomous vehicles, which are reflected in the "big moves" in draft *Transport 2050* material.

- Performance Monitoring

Section	Suggested Change	Reason
Goal 5	Add a metric for road safety.	The heading is titled "Road and Vehicle Use and Safety" but neither of the listed metrics are safety-related.

Ways to Improve Clarity and Consistency

Richmond identified wording changes and additional content that could improve clarity and consistency. These would not materially affect the goals nor policies in *Metro 2050*.

A. Scope and Linkages to Other Plans

Section	Change	Reason
	Consider an up-front section like Section A Sustainability Framework and Section B Scope and Linkages to Other Plans in Metro 2040 to better situate the RGS within the scope of Metro Vancouver's roles. In particular, a diagram and/or table mapping the links between the RGS and other key Metro Vancouver strategies and plans would be helpful for users whose focus is not land use and transportation.	Improve communication about how Metro 2050 fits with Metro's regional role as a whole.

B. Introduction to the Region

Section	Change	Reason
Challenges and Opportunities	Improving Accessibility and Mobility and Reducing Congestion: suggest change to "Strategies include investing in transit and active transportation, supporting the creation of complete and walkable communities, directing growth towards transit-oriented areas, and managing transportation demand through parking requirements, transportation user pricing, and other means."	"…and other means" seems weak/vague and the wording is not consistent with the typical declaratory sentences in the document.
	Strengthen "Accommodating Growth…" by simplifying technical phrases and instead framing as "shaping" or "guiding" growth and density so that it creates benefits. Also consider broadening this statement so that it's not just about regional planning. "Ensuring housing for all" – consider starting the paragraph with the statement about extreme pressure, instead of placing it in the middle of the paragraph.	Acknowledge local planning's influence better; make framing more impactful, and positive where appropriate; connect major points to strengthen the overall framing.

C. Introduction to the Regional Growth Strategy

Section	Change	Reason
Responding to the Challenges: Metro 2050 Goals	The second sentence under Goal 3 could be written in a similar way to the first sentence, as a vision of the future.	Stronger and more clear
Growth Projections	Change "Once defined by member jurisdictions…" to "Once they have been defined by member jurisdictions…"	More clear

Goal 1: Create a Compact Urban Area

Section	Change	Reason
1.1.10	Consider reference to Transport 2050 and existing/future transport area plans like SWATP. Can also include transit service expanded to other land uses such as industrial employment centres and other high generator areas.	Clarify TransLink's role in planning for compact urban form
1.2.2	Consider addition of other land uses (industrial, business parks, regional attractions, etc.)	More complete
1.2.16	This includes "government owned or affordable supportive housing developments". Consider a specific reference to housing developments for seniors including all ages multi-unit housing with a high concentration of seniors.	More clear: as there is no definition of supportive housing, a reader could think it is narrowly defined and does not include seniors' housing.
1.2.26	Consider mention of consistency with member jurisdictional OCPs	More clear
1.2.24 (b) and similar, e.g. 1.3.7	Change language requiring municipalities to "include policies that…" to a consistent format for Regional Context Statement requirements, e.g. "identify policies and actions that …" as used elsewhere in the draft.	More consistent with the purpose of a Regional Context Statement
1.2.24 (b) (iii)	Change to "encourage office development to locate in Urban Centres"	More clear

Section	Change	Reason
1.2.24 (d)	Change to "demonstrate consistency with the definition of non-residential "Major Trip Generating Uses" used by Metro Vancouver"	More consistent with purpose of a Regional Context Statement
1.3 Introduction	Change "Creating complete communities… allows residents to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood." to "Creating complete communities… allows residents ***of all ages and abilities*** to meet most of their daily needs by walking, rolling, or transit without leaving their neighbourhood."	Inclusive of the needs of people with all kinds of physical and cognitive disabilities
1.3.6	Include affordable housing in this list of facilities built or funded by the Federal Government or the Province.	More complete

Goal 2: Support a Sustainable Economy

Section	Change	Reason
2.1.3 b)	Consider providing examples of what may be included in "[exploring] fiscal reform to ensure that the property tax system supports sound land use decisions."	More clear, while maintaining flexibility for the intended exploration of the topic.
2.1.10, 2.2.9(c) and similar	Change language requiring municipalities to "include policies that…" to a consistent format for Regional Context Statement requirements, e.g. "identify policies and actions that …" as used elsewhere in the draft.	More consistent with the purpose of a Regional Context Statement.
2.2.9(c) (iv)	Clarify "…including the removing of any outdated municipal policies or regulatory barriers related to development form and density" including replacing "outdated" with a more meaningful term.	Clarify intent and meaning of this requirement. Removing some barriers is appropriate; removing all is not. The aim should be to facilitate more intense industrial development while managing urban form and relationships with adjacent (particularly non-industrial) uses.
2.2.9(c)(viii)	Remove this policy to "introduce land use policies through area plans…" or make it less prescriptive.	There are various ways of supporting viable unique industrial areas through objectives, policies and/or plans or strategies both within and outside an area plan.
2.2.9(d)(v) and (vi)	Consider consolidating policies on residential uses into one point.	More clear / simpler

Goal 5: Support Sustainable Transportation Choices

Section	Change	Reason
5.1	Consider use of "active transportation and micro mobility" instead of only "cycling and walking"	To capture rolling modes as well as low-powered personal mobility devices such as electric kick scooters.

Section	Change	Reason
5.1.15(e)	Rephrase "support the development of safe and comfortable regional cycling networks"	5.1.10(b) references the "Regional Cycling Network" (RCN=RGN+MBN) while the reference in 5.1.15(e) is not capitalized and is plural. Need consistency and clarity: does this mean support "local" cycling networks being developed by member jurisdictions that connect to the RCN?
5.2.5(d)	Include rationale for collecting the data	As has been done for other points within 5.2.5, clarify what is the purpose of the action (i.e., reason for collecting the data, how will it be used to support the strategy)
5.2.6(d)	Adjust wording to accommodate municipalities that do not have designated truck routes	More flexible for municipalities that do not have designated truck routes.

H. Glossary of Terms

Term	Change	Reason
Federal Government	Add	Consistent with existing listings for Province, Member Jurisdictions
Ecosystem Health	Add	Referenced frequently and also linked to Metro Vancouver Ecological Health Framework

I. Maps

Map	Change	Reason
Map 4	Update Frequent Transit Network (FTN) layer (current map is 2016)	Reflect FTN as of 2021
Map 5	Replace with final *Transport 2050* map	Current map is a placeholder and is expected to change. Need to use final map when *Transport 2050* is finalized.
Map 5	Consider layering the Major Transit Network on top of the Urban Centres instead of underneath.	Canada Line through Richmond appears to be missing from the draft major transit network concept and draft major transit growth corridors

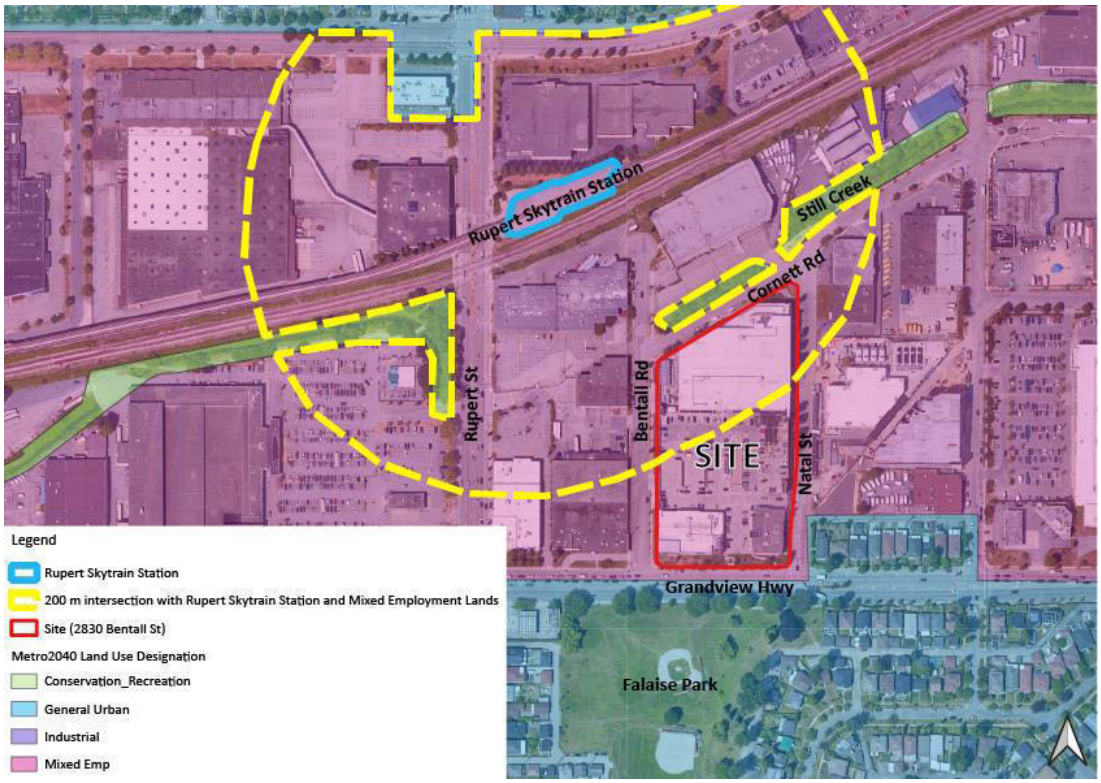
November 25, 2021

Metro Vancouver
Metrotower III
4730 Kingsway
Burnaby, BC. V5H 0C6

Re: Feedback on the Metro 2050 Policy Areas

Canadian Tire Properties Inc. understands that Metro Vancouver is currently updating the *Metro Vancouver 2040: Shaping the Future (Regional Growth Strategy (RGS))*. We are submitting this correspondence to provide input on the draft Metro2050 RGS, to respond to the policy direction for Mixed Employment lands near rapid transit.

Our site is located at 2830 Bentall Street (site) in the Renfrew-Collingwood neighbourhood in the City of Vancouver. The site is approximately 19,658 sq. m (211,596 sq. ft) and is designated Mixed Employment in the RGS. It is currently improved with large format retail and food services including a Canadian Tire, PetSmart, Marks Work Warehouse, Save-on-Foods, Boston Pizza and Starbucks. The site is located within 150 to 325 metres from Rupert SkyTrain Station and the Central Valley Regional Greenway.



Site Context Map

There are no immediate redevelopment plans for the site, however, we are looking to the future, especially given the changing nature of retail. The retail landscape has drastically evolved, and even more so in the last year with the COVID-19 pandemic. Some of the trends we are seeing include a significant shift to e-commerce, the infrastructure and logistic centres required to support e-fulfillment, as well as a shift towards the desire for homes, businesses and services, within a 15-20 minute radius of where people live.

With this evolving retail landscape in mind, coupled with the need for supply of homes, and jobs space, Canadian Tire Properties Inc. sees this site as an opportunity for a mixed-use development that can co-locate homes and jobs near rapid transit. With this in mind, we wanted to provide feedback on some of the strategies and actions from Metro2050 that are relevant to our site.

Metro2050 focuses on enabling the majority of the growth in Urban Centres and Frequent Transit Development Areas (FTDA). Focusing growth near transit has a number of benefits including supporting the use and investment of public transportation, fostering walkable communities, reducing the need for personal vehicle ownership, and contributing towards a reduction in greenhouse gas emissions. There are many SkyTrain stations across Metro Vancouver that have been left undeveloped, and these stations provide immense opportunity for Vancouver to grow.

It is widely accepted in transportation planning practice and literature that a 400-800 metre radius (5–7-minute walk) is the appropriate distance to accommodate growth around rapid transit. Given the severity of both the Climate and Housing Crisis in the

region, ***we would like Metro Vancouver to consider policy that enables mixed-use on all Mixed Employment designated lands within 400 m (at minimum) of rapid transit, and not only sites within Urban Centres or FTDAs.*** We would envision that sites near rapid transit would still be required to provide the base density of employment uses as desired by the city, but would also be able to provide housing. Not maximizing the growth potential for jobs and housing around sustainable transit is a significant missed opportunity.

Historically, planners have felt the separation of work and home was important and have implemented this through zoning creating separate zones for different uses. However, the nature of work is changing. There is a greater need for warehousing and logistics centres to support e-commerce. These types of uses can be co-located with residential uses.

Cities should be looking to create 15-20 minute communities throughout the city, and locations near rapid transit make sense. More flexibility and innovation related to how we think of work, and mixed use is required if we are to overcome the climate and housing crisis we are facing in this region.

Implementation

The Metro2050 update provides an opportunity for the region to act critically to allow for the delivery of affordable housing and employment spaces around sustainable transit. We urge Metro Vancouver to consider the growth of the region into the long-term, and consider allowing for a mix of uses within at minimum, 400 metres, of all SkyTrain Stations to support complete 15-minute communities, with jobs, housing and access to rapid transit.

If you have any questions or wish to discuss further, please do not hesitate to contact the undersigned.

Sincerely,

Canadian Tire Properties Inc.



Kathleen Freeman
AVP Development

OFFICE OF THE CHIEF ADMINISTRATIVE OFFICER
750 17th Street, West Vancouver, BC V7V 3T3
t: 604-925-7002

October 21, 2021

File: 13.2515.01.2021

Chris Plagnol
Corporate Officer
4730 Kingsway
Burnaby, BC
V5H 0C6

Dear Mr. Plagnol:

RE: Comments on the Draft *Metro 2050* Regional Growth Strategy

On behalf of the District of West Vancouver, thank you for the opportunity to review and comment on the Draft *Metro 2050* Regional Growth Strategy (RGS).

The draft RGS builds upon the foundations established in *Metro 2040: Shaping Our Future* and articulates a vision and policy framework for advancing the region's objectives. These objectives, which address housing affordability, economic vitality, and environmental protection (among others) are shared by District Council and generally mirror the principles of the District's Official Community Plan (OCP) and its ongoing implementation.

In recent years, District Council has sought to diversify housing type and tenure; support economic vibrancy with complete, compact communities guided by Local Area Plans; increase resilience to natural hazards by way of Development Permit Areas; reduce greenhouse gas emissions with nationally-leading building standards; and protect and manage our extensive Conservation and Recreation lands. As demonstrated by such initiatives, the District supports the objectives of the draft RGS and remains committed to achieving these goals at the local level.

Within this context of shared goals and general alignment, the following sections outline requests for greater clarity on specific actions to better understand the implications that the draft RGS may have for West Vancouver.

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

Action 1.2.5 states that Metro Vancouver will "accept Regional Context Statements that prioritize growth and focus higher density development primarily in Urban Centres, additionally in Frequent Transit Development Areas, and that meet or work towards Action 1.2.24."

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General Comments

The District only has one such regional designation, Ambleside Municipal Town Centre, which is estimated in our OCP to accommodate 20-24% of net new residential growth by 2041, with unit numbers and Town Centre boundaries to be confirmed through a Local Area Plan process. The District's OCP also includes two other completed Local Area Plans (Marine Drive and Horseshoe Bay) where residential and commercial growth is supported. Further, it includes direction to prepare a Local Area Plan for Taylor Way and an Area Development Plan(s) for Cypress Village / Cypress West. The Cypress Village Area Development Plan is well underway and envisions a complete, compact, mixed-use village with up to 3,700 net new residential units, 100,000-135,000 square feet of commercial space, and a wide range of community services, amenities, and institutional uses by 2051. Ambleside Municipal Town Centre by contrast, anticipates approximately 1,000-1,200 net new residential units by 2041 (again, to be confirmed through a Local Area Plan process).

The framework that has guided and will guide the growth for these sub-areas closely mirrors the general objective of Strategy 1.2, which is to integrate land use and transportation planning. Prioritizing growth in only one of the District's Local Area Plans (Ambleside Municipal Town Centre), may in fact increase vehicle trips across the District, whereas the Local Area Plans and Area Development Plan(s) can instead provide local community hubs with enhanced alternatives to driving that are proximate to residents within different West Vancouver neighbourhoods. It is the District's expectation that the draft RGS does not impede the adoption of a future RCS that would reflect progressive planning for the District's Municipal Town Centre (Ambleside), as well as other existing or planned non-regionally designated centres and corridors as described above.

Requested Clarification

What is the required allocation of growth in Urban Centres and Frequent Transit Development Areas (FTDAs) as a percentage of overall growth anticipated in a member jurisdiction? How much growth is permitted outside of a designated centre, before being considered 'inconsistent' with Action 1.2.5?

Action 1.2.9 states that Metro Vancouver will "only consider a new Urban Centre in the regional growth strategy where, in addition to meeting the criteria listed in Centre Type Classification Framework (Table 4), all of the following criteria have been met:
(a) it intersects with a Major Transit Growth Corridor identified on Map 5; and
(b) appropriate supporting local or neighbourhood plans have been completed by the respective member jurisdiction, that demonstrate how the future Urban Centre will accommodate the intended regionally-significant levels of employment and residential growth, and identify the adequate provision of park land, public spaces, and amenities to serve the anticipated growth."

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General Comments

The District's OCP provides direction to concentrate the remaining 1,400 acres of currently single-detached zoned development potential of the Upper Lands into a complete, compact, multifamily and mixed-use neighbourhood(s) in and around the Cypress Village and adjacent Cypress West areas. The planning area is currently undeveloped and, as such, does not warrant transit service at this time. If approved by our Council, the Area Development Plan would, however, reduce the currently zoned development footprint by concentrating new growth into a village, avoid deforestation, expand housing diversity and affordability, create employment spaces and a complete community, and therefore be transit-supportive.

These lands are currently designated as a "Special Study Area" in the draft RGS, a designation the District would consider removing on completion of Area Development Plan(s) in a way that would expand the already extensive provision of regionally-significant Conservation and Recreation lands. Upon completion, Cypress Village would meet the criteria outlined in Action 1.2.9 (b) and Table 3 and would reflect the principles upon which Urban Centres are predicated.

Requested Clarification

Can new Urban Centres be considered in areas not currently on the Major Transit Growth Corridor (MTGC)? If yes, what levels of transit service and frequency would be required to enable identification of a new Urban Centre not currently located on an MTGC? If no, can the criteria for designating an Urban Centre be revised to include future neighbourhoods not currently eligible for designation as an MTGC?

Action 1.2.16 states that Metro Vancouver will "advocate to the Federal Government and the Province requesting that they direct major office and institutional development, public service employment locations and other Major Trip-Generating uses to Urban Centres, Frequent Transit Development Areas, and locations within the Major Transit Growth Corridors, where appropriate. This may include, but is not necessarily limited to hospitals, post-secondary institutions, secondary schools, public-serving health care service facilities, and government-owned or funded affordable or supportive housing developments."

General Comments

Institutional land is identified and informed by planning analyses and is supported by the assessment of demand by school, health and other authorities. Opportune land investments and partnerships are leveraged to enable the siting of institutional land uses and affordable or supportive housing developments. Due to the high cost of land in key growth areas, affordable and supportive housing is especially reliant on existing land inventories held by municipal, Provincial, or non-profit agencies, wherever these are located; in addition to any other opportunities for new acquisitions, funding or development. With 30.7% of West Vancouver renter households in core housing need, the provision of affordable and supportive housing is necessary, wherever it can be delivered. Affordable and supportive housing developments, schools, and health care facilities

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located across the District serve the needs of residents inside and outside of centres, with senior government investments playing a vital role in their delivery.

Requested Clarification
What "advocacy" criteria will be used to determine where institutional investments will be located? Will senior government investment be encouraged outside of centres, as appropriate and as identified through planning analyses and community need?

Action 1.2.24(b)(iv) states that member jurisdictions will "adopt Regional Context Statements that: (b) include policies for Urban Centres and Frequent Transit Development Areas that: (iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums".

General Comments
District Council has adopted residential parking reductions in response to a Climate Emergency Declaration. Commercial parking reductions for new development in the District's primary commercial hub (Ambleside Municipal Town Centre) may negatively affect parking supply.

Requested Clarification
Will this action apply to all Urban Centres and FTDAs, or just to those centres where there is excessive parking supply relative to transportation alternatives, such as transit service and frequency?

Action 1.2.24(b)(viii) states that member jurisdictions will "adopt Regional Context Statements that (b) include policies for Urban Centres and Frequent Transit Development Areas that: (viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors".

General Comments
Municipal infrastructure and amenities are essential both inside and outside of our Urban Centre (Ambleside). Life-cycle replacement and maintenance of roads, water, and sewer system infrastructure allows the District to respond to necessary standards of safety, health, and environmental protection, and facilities serve our population's needs for amenities. As such, investments in public works are required where necessary, not just in Urban Centres, FTDAs, and MTGCs.

Requested Clarification
Does this action apply to all such investments, or is it only intended to ensure adequate infrastructure or amenity needs are met in Urban Centres, FTDAs, and MTGCs?

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Table 3 and 4 of the Draft RGS set criteria for establishing a new Corridor FTDA. New Corridor FTDAs may be located 800m-1000m from an MTGC centreline (e.g. Marine Drive from the municipal boundary to 13th Street).

General Comments
Based on the draft definition and criteria for an FTDA classification, it is noted that the Taylor Way Local Area Plan area may in the future be eligible for reclassification as a Corridor FTDA. The District's OCP estimates approximately 10-12% of net new residential growth by 2041 to occur along the Taylor Way corridor (with unit numbers and boundaries to be determined through a Local Area Plan process).

Requested Clarification
What is the minimum threshold for transit service and frequency required along a Corridor FTDA? Are there any other applicable eligibility criteria considered when designating a Corridor FTDA?

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

Action 1.3.6 - Metro Vancouver will "advocate to the Federal Government and the Province to ensure that community, arts, cultural, recreational, institutional, social services, health and education facilities funded or built by them are located in Urban Centres or areas with good access to transit".

General Comments
This action is similar to Action 1.2.16; as such, the comments provided in that section are also applicable here. The District's Local Area Plans and other planning initiatives work to establish complete communities across the District and deliver on the same objectives as the regional Urban Centres. They provide enabling policy to support delivery of the services and amenities outlined above and are generally proximate to transit. While the Ambleside Municipal Town Centre already contains a significant amount of services and amenities, existing facilities located elsewhere in our municipality have proven to be contextually appropriate and serve a number of residents across different neighbourhoods. For example, advocating to geographically constrain the funding or construction of institutional uses such as seniors' housing would impede the District's ability to meet its anticipated demand for 800-1,100 net new seniors units by 2041 (as identified in our Housing Needs Report). Services and amenities should be accessible to residents across the District, and in accordance with the supportive land use framework identified in the District's 2018 OCP.

Requested Clarification
What are the required distances to transit, the expected frequency of service, or any other criteria that would qualify as having "good access to transit"?

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

Action 2.1.10 indicates member jurisdictions will "adopt Regional Context Statements that: c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas".

General Comments
The District's Local Area Plans identify places to co-locate homes with jobs (where appropriate), with the intention of creating complete communities that reduce vehicle trips and kilometers travelled. Current planning for Cypress Village proposes to accommodate approximately 100,000-135,000 square feet of local commercial uses, as well as employment and recreation areas, a community centre, and an elementary school. Despite achieving the objectives of this Strategy, it remains unclear if Cypress Village would be inconsistent with the draft RGS based on the policy language used in Action 2.1.10.

Requested Clarification
What criteria defines a "major" commercial and institutional land use? Are there any established thresholds for square footage of commercial or institutional space? How much commercial and institutional growth is permitted outside of a designated centre, before being considered 'inconsistent' with Action 2.1.10?

Strategy 3.2. – Protect, enhance, restore, and connect ecosystems

Action 3.2.7(b)(ii) states member jurisdictions will "adopt Regional Context Statements that b) refer to Map 11 or more detailed local ecological and cultural datasets and include policies that: ii) seek to acquire, restore, enhance, and protect lands, in collaboration with adjacent member jurisdictions and other partners, that will enable ecosystem connectivity in a regional green infrastructure network."

General Comments
From our review, Map 11 does not indicate a proposed alignment for the regional green infrastructure network.

Requested Clarification
A proposed alignment for the regional green infrastructure network is requested to determine the feasibility or appropriateness of supporting this objective.

Strategy 4.2. – Expand, retain, and renew rental housing supply and protect tenants

Action 4.2.3 states that Metro Vancouver will "set a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas, and monitor progress towards the target every 5 years."

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General Comments
Recent approvals of below-market rental housing in West Vancouver demonstrate our commitment to achieving this objective. However, 'affordability' is contextual and as such, requires greater clarity.

Requested Clarification
What level of 'affordability' is required to contribute toward this regional target? Is 'affordability' based on 30% of the median household income of renter households in a member municipality (as typically referenced by the Canada Mortgage and Housing Corporation), or are there other expected criteria, or are municipalities enabled to determine their own criteria? How will 'affordability' be monitored and at what stage will a development be eligible to count toward meeting the regional target (e.g. approved, Building Permit issued, constructed, occupied)?

Concluding Comments:
The District appreciates the opportunity to provide comments on the Draft *Metro 2050* RGS. The draft RGS is a significant undertaking and presents an important moment in collaborating regionally to accommodate anticipated growth in a sustainable, compact, and efficient manner and respond to current and emerging challenges. The overall goals and strategies in the RGS represent sound planning principles that are echoed in the District's OCP. As such, the District is generally supportive of the foundations of the draft RGS.

The District has requested clarification on the policy language used in specific actions in order to assess any potential implications for land use planning at the municipal level, as articulated in this letter. Consideration of these comments and associated revisions to the draft RGS is requested.

If you have any questions on the comments made in this letter, please contact David Hawkins, Senior Manager of Community Planning and Sustainability, at dhawkins@westvancouver.ca or at 604 921 2172.

Sincerely,



Robert Bartlett
Chief Administrative Officer

SQUAMISH - LILLOOET
REGIONAL DISTRICT

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
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info@slrd.bc.ca www.slrd.bc.ca

November 17, 2021

Attn: Sav Dhaliwal, Chair Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovancouver.org

Dear Sav Dhaliwal,

Re: Draft Metro 2050: Referral for Comment

The SLRD Board received the Draft Metro 2050 Referral for Comment. Following a delegation from Metro staff on October 28, 2021, the SLRD Board passed the following resolutions:

THAT the SLRD Board provide general support for the draft Metro 2050 Regional Growth Strategy.

THAT the SLRD Board provide the following comment for information:

- *The SLRD Board welcomes opportunities to advocate in collaboration with Metro Vancouver to Provincial and Federal governments on areas of shared concern, particularly housing, transportation and climate change.*

THAT the SLRD Board provide the following comment for information:

- *Transportation planning should consider the recreational transportation needs of Metro Vancouver residents, not just the employment transportation needs, noting that adjacent regional districts continue to experience the pressure of Metro Vancouver residents' transportation choices to/for recreation (e.g. skiing, biking, hiking, etc.). Collaboration, planning and advocacy is needed to encourage and provide for sustainable transportation options to address greenhouse gas emissions, air quality and traffic/parking issues.*

THAT the SLRD Board provide the following comment for information:

- *The draft Metro 2050 Regional Growth Strategy should consider including strategies/actions for the reduction of infrastructure that maintains fossil fuel dependence.*

For further details, please see the supporting *Request For Decision – Draft Metro 2050: Referral for Comment* SLRD staff report included in the October 27, 2021 SLRD Board meeting agenda: Squamish-Lillooet Regional District Board - 27 Oct 2021 - Agenda - Html (civicweb.net)

Sincerely,



Claire Dewar
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD

355 West Queens Road
North Vancouver BC
V7N 4N5

www.dnv.org

NORTH VANCOUVER
DISTRICT

Mayor Mike Little
Phone: 604 990 2208
Cell/Text: 604 209 3971
mayor@dnv.org

November 17, 2021
File: 01.0220.10/000.000

Sav Dhaliwal, Board Chair
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Via Email: chair@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board:

Re: District of North Vancouver comments on the draft Metro 2050

I am writing to you on behalf of Council regarding the draft Metro 2050 regional growth strategy.

The District's Official Community Plan aligns with the vision, principles, and goals of the draft Metro 2050. Together, these guiding documents seek to create a compact urban area, support a sustainable economy, protect the environment, respond to climate change and natural hazards, provide diverse and affordable housing choices, and support sustainable transportation options. Striving to achieve these goals across the region in an integrated manner will help support the wellbeing, sustainability, and resiliency of our communities. We appreciate Metro Vancouver's leadership in regional planning exploring progress towards realizing these goals through an update to the regional growth strategy.

However, to ensure municipalities remain able to consider and respond to their local context and priorities, it is imperative that a regional growth strategy remains focused in its purpose and respects the jurisdiction of municipalities as granted through the *Local Government Act*. It is our view that the policy directions in the draft Metro 2050 unnecessarily intervene in areas within municipal jurisdiction. In many cases, the District of North Vancouver has current plans, policies, and approaches in place that meet or exceed the expectations outlined in the draft Metro 2050.

As reflected by our Official Community Plan, the District strongly supports the core principle of containing and concentrating growth in areas that can be serviced by reliable transit and utilities. Accordingly, we are concerned by the omission of Maplewood Village Centre and Tsleil-Waututh Nation's Statlə̓w District from the proposed Major Transit Growth Corridors (and TransLink's interconnected Major Transit Network). Recent decisions of the Metro Vancouver Board regarding changes to the urban containment boundary and disproportionate financial support for sprawl add to these concerns.

Further, to ensure growth throughout the region can be adequately serviced, planned, and paid for in a more equitable manner, we believe there is a need for improved alignment between the draft Metro 2050 and associated financial and infrastructure plans so equitable fee and property taxation structures reflecting cost of service can be applied.

At the Regular Meeting of Council on November 1, 2021, Mayor and Council considered proposed comments on the draft Metro 2050 (Attachment 1) and approved the following resolution:

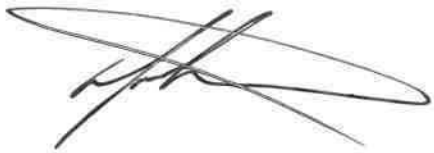
THAT Council does not support the current draft Metro 2050 Regional Growth Strategy;

AND THAT staff is directed to engage with Metro Vancouver staff to discuss Council's concerns.

While we acknowledge and appreciate the efforts Metro Vancouver has made through this process to engage member jurisdictions, we believe additional and more meaningful collaboration is needed through this process. We request that a staff-to-staff meeting be scheduled in the coming weeks to discuss the District's feedback. I would invite you to meet with our Council following the staff meeting to discuss the aforementioned concerns.

I look forward to discussing these matters with you further and how the District may be able to provide support for a future draft of Metro 2050.

Sincerely,



Mayor Mike Little

cc: Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
District of North Vancouver Council
Dan Milburn, General Manager, Planning, Properties & Permits

Attachment 1: November 1, 2021 Report to Council entitled "Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy"

Attachment 2: Minutes Excerpt of the November 1, 2021 Meeting of Council

ATTACHMENT 1

8.5

AGENDA INFORMATION				
☑ Regular Meeting	Date: November 1, 2021	T.A		
☐ Other:	Date:	Dept. Manager	GM/ Director	CAO

The District of North Vancouver
REPORT TO COUNCIL

October 13, 2021
File: 13.6440.10/001.000

AUTHOR: Joshua Cairns, Community Planner

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

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RECOMMENDATION
THAT Council endorse the comments on the draft regional growth strategy, *Metro 2050,* as summarized in this report and provided in Attachment 1, and that staff be directed to submit the comments to Metro Vancouver.

REASON FOR REPORT:
To provide Council with information on the draft regional growth strategy, *Metro 2050*, and proposed comments for submission to Metro Vancouver during the current engagement period.

SUMMARY:
A draft of the updated regional growth strategy, *Metro 2050*, was released in June 2021 and presented to Council and the community at a Public Meeting on September 21, 2021. The draft *Metro 2050* is open for comment until November 26, 2021 and can be accessed at metrovancouver.org/metro2050. This report provides information on proposed policies in *Metro 2050* with potential implications for the District, as well as draft comments for Council's consideration that may be submitted to Metro Vancouver.

BACKGROUND:
Metro Vancouver 2040: Shaping our Future ("*Metro 2040*") is the current regional growth strategy for the Metro Vancouver region. It provides a collective vision for how growth will be managed to support the creation of complete, connected, and resilient communities. *Metro 2040* was adopted in 2011 by 21 municipalities, TransLink, and adjacent regional districts.

In 2019, Metro Vancouver began updating *Metro 2040*. The purpose of the update is to extend the regional growth strategy to the year 2050, to consider drivers of change, to improve policies, and to integrate with TransLink's upcoming regional transportation strategy, *Transport 2050*.

Between April 2019 and June 2021, Metro Vancouver engaged with member jurisdictions, stakeholders, subject matter experts, and the general public. This process identified issues, gaps, and opportunities that informed proposed updates to the regional growth strategy. Proposed updates were subsequently reviewed by the Intergovernmental Advisory Committee (IAC), a committee established by Metro Vancouver in accordance with the *Local Government Act* and with District staff as members.

Between January and May 2021, members of the IAC reviewed draft policy changes proposed for *Metro 2050* and provided comments for consideration. District staff from various departments contributed to this process. Comments received through the IAC were considered in the development of the draft *Metro 2050*, and many of District staff's comments were generally addressed. The draft was released and referred by the Metro Vancouver Regional District Board of Directors to member jurisdictions in June 2021 and remains open for comment until November 26, 2021.

At a Public Meeting on September 21, 2021 Metro Vancouver presented the draft *Metro 2050* to Council and the community. Staff indicated they would outline potential implications of the proposed updates and prepare draft comments for Council's consideration this fall.

ANALYSIS:
The draft *Metro 2050* remains focused on five regional goals, supported by strategies and policy actions for Metro Vancouver, member jurisdictions, and TransLink to implement. The five goals are to:

- Create a compact urban area;
- Support a sustainable economy;
- Protect the environment and respond to climate change and natural hazards;
- Provide diverse and affordable housing choices; and,
- Support sustainable transportation choices.

Although much of the content from *Metro 2040* remains unchanged in *Metro 2050,* concerns regarding some proposed changes were raised through the IAC review process and remain unaddressed by Metro Vancouver. This section provides a brief overview of proposed changes that may affect the District, and includes a summary of staff's recommended comments for Council's consideration. The full comments are provided in Attachment 1.

The overarching themes of the recommended comments are to preserve local autonomy and decision-making on land use and other matters within municipal jurisdiction, and to ensure *Metro 2050* is focused on higher-level considerations that are appropriately addressed through a regional growth strategy.

1. Scope of the Regional Growth Strategy
The draft *Metro 2050* includes new policies and language that expand the scope of the regional growth strategy into areas of local government land use planning. For example, the draft *Metro 2050* includes:

- References to matters that are within local planning jurisdiction (e.g., parking, built form, public realm, and urban design) and expectations that Official Community

Plans, policies, or related bylaws will be amended to comply with the regional growth strategy (e.g., altering parking requirements in specific areas); and,
- Expanded responsibilities of Metro Vancouver including the development of a regional parking strategy.

In many of these examples, the District already has policy or approaches that meet or exceed the intentions of *Metro 2050*. These matters, however, are within the control and discretion of municipalities who are better able to adequately consider and respond to the local context. Accordingly, staff request that Metro Vancouver revise language throughout *Metro 2050* to reflect matters within municipal jurisdiction, including but not limited to parking requirements, urban design, and built form.

2. Regional Affordable Housing Target

The draft *Metro 2050* proposes a new regional target of 15% affordable rental housing (Action 4.2.3) in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas (FTDAs). Similarly, Action 4.2.7 asks that member jurisdictions adopt Regional Context Statements that indicate how they will work towards the target. Urban Centres are intended to be the region's focal points for concentrated growth and transit service, while FTDAs are additional priority locations to accommodate concentrated growth in higher density forms of development[1].

Although the District is supportive of the provision of affordable housing in these areas, staff recognize that local priorities, community needs, land economics, and form of development considerations warrant a municipal-led approach to establishing affordable housing targets. The District has and continues to undertake considerable work in support of this, including the preparation of a Housing Needs Report, use of District-owned land for affordable housing, the Official Community Plan (OCP) Action Plan, and the Rental, Social and Affordable Housing Task Force's recommendations. It should also be noted that guiding legislation requires municipalities to address affordable, rental, and special needs housing in their OCP (Local Government Act, Part 14, Division 4) and a regional target is therefore unnecessary.

In consideration of the above, staff propose requesting that Metro Vancouver replace the 15% affordable rental housing target with policy that requests municipalities to consider their unique housing needs in Urban Centres and FTDAs, including the provision of affordable rental housing in these areas.

3. Major Transit Growth Corridors

Metro 2050 includes a new Major Transit Growth Corridor map (Map 5). These corridors will replace the Frequent Transit Network as the organizing framework for transit-oriented growth in the region, working together with Urban Centres and TransLink's Major Transit Network. Going forward, the intent is that new FTDAs will be located within Major Transit Growth Corridors.

[1] Lower Capilano Marine Village Centre and Lynn Creek Town Centre are currently designated as FTDAs; Lynn Valley Town Centre is designated as an Urban Centre.

As proposed, there are inconsistences in how Major Transit Growth Corridors are defined and identified. This has resulted in the omission of Maplewood Village Centre despite its close proximity (i.e., within one kilometre) to Phibbs Exchange and the Major Transit Network. To ensure frequent transit service and coordinated growth in alignment with the OCP and Tsleil-Waututh Nation's application for an addition to reserve for the Statlə̓w District, staff believe it is essential that Metro Vancouver, in partnership TransLink, extend the Major Transit Network and Major Transit Growth Corridors east to include Maplewood Village Centre and the Statlə̓w District.

4. Regional Ecosystem Inventory Mapping

The District seeks to proactively protect and enhance ecosystems through a variety of measures, including development permit requirements, tree protection and planting, stormwater management, and invasive plant management. These measures are informed by best practice, public input, Council priorities, research, and analysis. In 2019, Council declared a climate and ecological emergency and more recently directed staff to develop a Biodiversity Action Plan.

The draft *Metro 2050* introduces a regional map that seeks to identify sensitive and modified ecosystems (Map 11) and contains policy (Action 3.2.7) that requests member jurisdictions to adopt policy and use tools such as land acquisition, density bonusing, and tax exemptions to protect, enhance or restore areas identified in the regional map. Although the regional map provides a useful reference, it has not been locally vetted for accuracy nor has it been coordinated with local ecological assessments.

This is an area that staff believe benefits from local study to accurately identify and understand ecological assets, and determine what tools may be appropriate.

Staff therefore recommend language be added that communicates the regional map's limitations and that emphasis be placed on desired outcomes rather than specific implementation tools. These changes would reflect municipal jurisdiction and ensure municipalities are able to act as necessary to identify and protect ecological assets.

5. Expansion of Commercial and Institutional Uses

Member jurisdictions are requested to adopt Regional Context Statements that include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and FTDAs (Action 2.1.10). Although this is generally in alignment with the District's OCP, nuance in a regional growth strategy is needed to accommodate unique local circumstances. For example, Capilano University's main campus is not located within an Urban Centre or FTDA, and is anticipated to require development and expansion in the future to accommodate the university's needs associated with regional population growth.

With consideration for the above, staff recommend Action 2.1.10 (c) be revised to reflect that in certain circumstances development or expansion of major commercial and institutional land uses outside of Urban Centres and FTDAs may be appropriate.

6. Financial Implications:
There is a need for improved alignment between Metro Vancouver's financial policies and bylaws and *Metro 2050*. Specifically, it is critical that Metro Vancouver's legislation consider growth impacts and are population based. This will ensure that revenues associated with growth pay for the impacts of growth and result in a more equitable regional distribution of costs. Staff therefore recommend that Metro Vancouver accelerate the alignment of their bylaws to be population based and guided by the principle that costs associated with growth are paid for by growth. It is further recommended that all future annual budgets prepared by Metro Vancouver clearly isolate and evidence this principle.

Next Steps
The formal acceptance and adoption period for *Metro 2050* is anticipated to begin in early 2022, with expected timelines and process as follows:

- **January 2022:** First and second reading of *Metro 2050* bylaw.
- **February 2022:** Regional public hearing and third reading.
- **March - May 2022:** Member jurisdiction Councils, and the Boards of the Fraser Valley and Squamish-Lillooet Regional Districts and TransLink, consider acceptance of *Metro 2050* by resolution.
- **June 2022:** *Metro 2050* bylaw presented to the MVRD Board for consideration.

The District's current Regional Context Statement (2014) will remain in effect following the adoption of *Metro 2050* until a new Regional Context Statement is submitted and accepted by the MVRD Board. Following the adoption of *Metro 2050*, the District will have two years to prepare and submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will work towards consistency, with *Metro 2050*.

Conclusion:
Metro Vancouver's regional growth strategy is the collective vision for accommodating future growth in the region with considerations that include diverse and affordable housing, transit and mobility, resilient employment, protected ecological and agricultural lands, the impacts of a changing climate, and more. In 2019, Metro Vancouver began updating *Metro 2040*, the current regional growth strategy. A draft of the proposed new regional growth strategy, *Metro 2050*, was released in June 2021 and is open for comment until November 26, 2021. Staff believe the current draft of *Metro 2050* needs to be revised to address the issues summarized in this report, including unnecessary involvement in areas within municipal jurisdiction. Pending Council direction, staff are prepared to submit the comments outlined in this report to Metro Vancouver for consideration.

Options:

1. THAT Council endorse the comments on the draft regional growth strategy, *Metro 2050,* as summarized in this report and provided in Attachment 1, and that staff be directed to submit the comments to Metro Vancouver **(staff recommendation)**.

   OR

2. THAT Council provide staff with alternative direction.

Respectfully submitted,



Joshua Cairns
Community Planner

Attachment 1: Proposed District of North Vancouver Comments on Metro 2050
Attachment 2: Draft Metro 2050 – Executive Summary

REVIEWED WITH:

☐ Community Planning		☐ Clerk's Office		External Agencies:	
☐ Development Planning	DM	☐ Communications		☐ Library Board	
☐ Development Engineering		☑ Finance		☐ NS Health	
☐ Utilities		☐ Fire Services		☐ RCMP	
☐ Engineering Operations		☐ ITS		☐ NVRC	
☐ Parks		☐ Solicitor		☐ Museum & Arch.	
☐ Environment		☐ GIS		☐ Other:	
☐ Facilities		☐ Real Estate			
☐ Human Resources		☐ Bylaw Services			
☐ Review and Compliance		☐ Planning			

ATTACHMENT 1

Metro 2050[1]		District of North Vancouver
Reference	Page #	Comments
1. Scope of the Regional Growth Strategy		
1.2.24 (b) iv 2.2.9 (c) iv, ix 4.2.3 4.2.7 (a) 5.1.6 (a), (b), (c) 5.1.14 (b)	31 46 73 74 79 80	Revise language in *Metro 2050* in relevant listed sections and others as applicable, acknowledging municipal jurisdiction in items related but not limited to land use, built form, urban design, parking, and local transportation demand management. For example, this may include rephrasing policy directions throughout *Metro 2050* for consistency by focusing on desired regional outcomes (e.g., increase supply of affordable housing, reduce congestion, improve goods movement, etc.) rather than local implementation strategies within municipal jurisdiction (e.g., requesting member jurisdictions to alter parking requirements in Urban Centres and FTDAs through their respective Regional Context Statement).
2. Regional Affordable Housing Target		
4.2.3 4.2.7(a)	73 74	Revise action 4.2.3 to read as follows: "(Metro Vancouver will) encourage member jurisdictions to consider their housing needs in Urban Centres and Frequent Transit Development Areas and with particular consideration for affordable rental housing". Revise action 4.2.7(a) such that the expectation for Regional Context Statements are consistent with the requested change to action 4.2.3.
3. Major Transit Growth Corridors		
Map 5	108	Address current methodological issues whereby Major Transit Growth Corridors were identified using only a bidirectional, rather than radial, measurement of one kilometre from street centreline. Consistent with the above, extend the Major Transit Growth Corridors—as well as the Major Transit Network in partnership with TransLink—east of Phibbs Exchange to include Maplewood Village Centre and Statlew District.
4. Regional Ecosystem Inventory Mapping		
1.4.3 (e) 3.2.7 (b) i, ii, iv 5.2.4 (e) Map 11	38 59 82 114	To prevent misinterpretation and misuse, add commentary to Map 11 similar to what is currently provided for Map 10 in *Metro 2040* (i.e., noting the map is conceptual, has not been locally vetted for accuracy, and is not a regional land use designation). Consistent with the above, revise action 3.2.7 (b) by removing reference to municipal tools (instead emphasizing regional goals or desired outcomes) and, when referencing Map 11, add "as conceptually shown" (consistent with previously approved *Metro 2040* language).
5. Expansion of Commercial and Institutional Uses		
2.1.10 (c)	44	Revise action 2.1.10 (c) by replacing "discourage" with "generally limit" to acknowledge that, in certain circumstances, expansion in these areas may be necessary and/or desired.

[1] Metro Vancouver's draft Metro 2050 can be accessed at http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf

6. Financial Implications		
Preamble (Building a Resilient Region)	iv	Metro Vancouver's Board Strategic Plan and Long-Term Financial Plan should align with the principle that revenues associated with growth pay for the impacts of growth. As all levels of government work together to achieve a more resilient region it's critical Metro's legislation is updated. Simply put, when growth impacts are passed on to existing ratepayers the region becomes less affordable. Metro Vancouver should accelerate the alignment of their bylaws and future financial plans (annual budgets) with this principle. Building a more resilient region requires an ongoing dialogue. Policy Paper #1 "Ensuring Local Government Financial Resiliency", introduced and supported at the 2021 UBCM Conference requires an action plan. Becoming more financially resilient requires us to review property assessment methodologies (fairness), ensure we have sustainable revenue sources and that we are addressing "downloading" by clarifying government roles and responsibilities (e.g., in housing, care, transportation, safety, climate change, etc.). These issues should be included in *Metro 2050* so they can be addressed and implementation plans can be accelerated.
Other Comments		
It is imperative that infrastructure planning and asset management (including water supply and transmission, sewage transmission and treatment, as well as solid waste transfer and disposal) are aligned and integrated with long-range strategic plans, including *Metro 2050*. This integration can help ensure the impacts of land use on water, sewage, and solid waste demand are effectively planned for at the regional level. Accordingly, additional content should be added to *Metro 2050* that further articulates Metro Vancouver's long-term approach to providing and maintaining critical infrastructure capable of supporting anticipated regional growth.		

355 West Queens Road
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www.dnv.org

NORTH VANCOUVER DISTRICT

James A. Gordon CMC
Municipal Clerk
Phone: 604 990 2207
Fax: 604 984 9637
gordonj@dnv.org

November 17, 2021

EXCERPT of the Regular Meeting of the Council for the District of North Vancouver held at 7:02 p.m. on Monday, November 1, 2021.

8.5. Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy
File No. 13.6440.10/001.000

MOVED by Councillor FORBES
SECONDED by Councillor MURI
THAT Council does not support the current draft Metro 2050 Regional Growth Strategy;

AND THAT staff is directed to engage with Metro Vancouver staff to discuss Council's concerns.

CARRIED

Certified a true copy:

Genevieve Lanz
Deputy Municipal Clerk

Document: 5037553

BOWEN ISLAND Municipality

Sav Dhaliwal
Board Chair, Metro Vancouver
Metrotower lll, 4330 Kingsway
Burnaby, BC

November 24, 2021

Re: Referral Response to Metro Vancouver's Regional Growth Strategy "Metro 2050"

Dear Board Chair Dhaliwal,

Thank you for the opportunity to review and respond to Metro Vancouver's Regional Growth Strategy (RGS) "Metro 2050". Metro 2050 is an important, far reaching policy tool with significant implications for all communities within the region, and Bowen Island Municipality recognizes the importance of reviewing and updating the RGS to ensure it more adequately reflects the needs of the region today and into our changing future.

Bowen Island Municipality is in the unique position of being the only island municipality in British Columbia and the only local government who has membership in two separate regional federations: Metro Vancouver and the Islands Trust. Bowen Island Municipality recognizes that we are not a signatory to the RGS and is not bound by its policies. As described in legislation, Bowen Island Municipality is bound to the policy direction set by the Islands Trust in its Policy Statement which has a similar functionality as a RGS. However, Bowen Island Municipality (BIM) is an active and important member of Metro Vancouver and as such appreciates the engagement and opportunity to provide feedback on the RGS.

BIM Council is grateful for two very informative and engaging presentations on Metro 2050 provided by Metro Vancouver staff, Heather McNell General Manager, Regional Planning and Housing Services and James Stiver Division Manager, Growth Management and Transportation. Following these presentations, BIM staff presented their own findings from reviewing the Metro 2050 documents to Council at a Committee of the Whole on November 2, 2021.BIM Council's feedback is summarized in this formal referral response letter, which was approved by BIM Council at its Regular Council meeting on November 22, 2021.

BIM Council is generally supportive of Metro 2050 as it stands, and it needs to be recognized that Metro Vancouver staff have put a tremendous amount of thought and effort into this planning initiative.

BIM Council has the following recommendations:

1. A greater emphasis on the rural areas within Metro Vancouver – the focus seems to be geared toward urban centres; rural areas continue to be an integral part of the fabric that make Metro what it is.
    a. There are opportunities to strengthen the ties between the urban and rural inter-face and inter-dependencies, for example the Regional Greenways 2050 Strategy helps achieve some of the 5 Goals identified in Metro 2050 such as sustainable transportation choices while enhancing opportunities for residents to access nature in the rural areas and providing increased quality of life opportunities.

2. The glossary of terms be expanded to include more terms used throughout the policy to help ensure consistency in understanding (e.g. compact urban area).

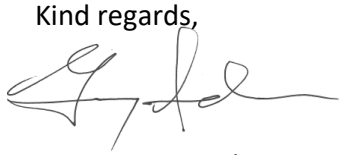
3. Please refer the Metro 2050 draft policy and future referrals formally to the Islands Trust.

4. Under Section 3.2.5, or wherever most appropriate, consider adding that Metro Vancouver will: work with the Islands Trust to protect ecosystems on Bowen Island for addition to the Metro 2050 Regional Growth Strategy; and that corresponding protected areas be included on respective maps.

5. BIM Council strongly requests that Metro 2050 mapping documents change the way Bowen Island is currently represented to reflect the key values Bowen provides to the region, including conservation and recreation. For example, the maps can show Bowen Island as green with an asterisk and accompanying note clarifying that BIM is not a signatory to the document. To identify Bowen Island in any other way is to diminish the importance BIM brings to the region as a whole.

Please do not hesitate to have your staff connect with our Chief Administrative Officer, Liam Edwards by email at ledwards@bimbc.ca for clarification on any of the proposed recommendations. I look forward to seeing how this important work continues to unfold.

Kind regards,



Mayor Gary Ander
Bowen Island Municipality

CC: Jerry Dobrovolny
Commissioner/Chief Administrative Officer
Metro Vancouver
jerry.dobrovolny@metrovancouver.org

Heather McNell
General Manager, Regional Planning and Housing Services Planning
Metro Vancouver
Heather.McNell@metrovancouver.org

Liam Edwards
Chief Administrative Officer
Bowen Island Municipality
ledwards@bimbc.ca

Daniel Martin
Manager Planning and Development
Bowen Island Municipality
dmartin@bimbc.ca

From: [Member of the Public]
Sent: Thursday, November 25, 2021 3:29 PM
To: RPH - Regional Planning
Subject: Comments on Draft Metro 50 Regional Growth Strategy

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Please acknowledge receipt of this email.

I am writing to provide input into the draft Metro 50 Regional Growth Strategy.

First, we need to recognize some structural constraints which limit the options available. For example, Canada is a federation, consisting of provincial and federal governments. In the Constitution Acts 1867 to 1982, Part 6, Section 91 lists the legislative authority of the powers of the Parliament of Canada, and Section 92 lists the subjects of exclusive provincial legislation. "Municipal institutions" are within provincial jurisdiction. Unsurprisingly, the draft Metro 50 document reflects the preceding constitutional legal order. However, there are several federal jurisdictional actions which adversely effect municipal governments. Furthermore, these federal jurisdictional actions are inconsistent with the fiscal principle of subsidiary. "According to the subsidiarity principle advanced by the European Union, taxing, spending, and regulatory functions should be exercised by the lowest order of government (the government closest to the people) unless a convincing case can be made for assigning these to higher orders of government. (Source: Introduction: Principles of Fiscal Federalism, Anwar Shah, page 8,

http://www.forumfed.org/libdocs/Global_Dialogue/Book_4/BK4-en-int-Shah.pdf

Unfortunately, the status quo thwarts municipal and regional planning which next, are described below, one issue at a time, and how to correct this fiscal disequilibrium. The first egg to unscramble deals with the federal gas tax. The federal gas tax, subsequently re-labelled as the Canada Community Building Fund, has a projected BC 2019 to 2024 allocation (Source:

https://www.infrastructure.gc.ca//prog/gtf-fte-tab-eng.html

The federal website describes this as "a permanent, stable and indexed source of infrastructure funding." The framework for the delivery of the federal gas funding is defined in the Administrative Agreement on the Federal Gas Tax Fund in BC, and subsequently allocated in accordance with the Federal Gas Tax Fund Expenditure Policy (Source:

http://www.metrovancouver.org/services/financial-services/GVRegionalFundDocs/20160527_FederalGasTaxFundExpendituresPolicy_Board.pdf

In a nutshell, with the left hand the federal government collects gas taxes via the Canada Revenue Agency (CRA), then with the right hand re-allocates it back to BC through the preceding framework and policy. What is wrong with this picture?

The above statement that the "Fund" is permanent, is false. It is my understanding that the "Agreement" expires in 2024, and is why there is no further allocation for 2025+. In addition the "Fund" is described as stable. This is a curious allegation. We are at the start of transformative change in reducing and eliminating fossil fuel external combustion engine vehicles and moving toward electric vehicles. The gas tax on electric cars and trucks is zero. We can predict that there is an inverse relationships whereas as electric vehicles increase, the gas tax revenue will correspondingly decrease. This is not rocket science. Conceptually, it is perplexing to square a circle with applying indexing to a shrinking Fund. In other words, an indicator of a successful green agenda would be eliminating gas vehicles altogether, with the intended consequences of also sunsetting the entire gas tax regime.

Question. Where do we go from here? I recognize that this is a huge issue and unlikely feasible to conclude an alternate regime within the Metro 50 current time schedule. However, here are my recommendations to get the ball rolling:

a.) The next scheduled meeting of the Lower Mainland Local Government Association (LMLGA) is May 4 to 6th, 2022 in Whistler BC. An intergovernmental working group committee of planners, specialist and experts should be established to examine a Post 2024 new gas tax fiscal framework. This would provide 2 years to research the issues, propose options, and to finally propose a new draft vision, and implementation plan.

b.) The above agenda should also be presented at the June 2 - 5th Federation of Canadian Municipalities (FCM) meeting in Regina. BC has 184 members in the FCM.

c.) Again, the above agenda should next be presented at the September 12 -16th 2022 Union of BC Municipalities (UBCM) meeting.

Next, here are a few innovative policy ideas to investigate. In keeping with the fiscal principle of subsidiary, the federal government should vacate the gas tax arena, and transfer the entire program to the provinces. The federal government should transfer the current "tax room" to each province; consequently the revenue continues, but under provincial jurisdiction on a self funded basis. In other words, it would be revenue neutral. As is, the Canada Community Building Fund is allocated on a per-capita basis. This suspiciously looks like a perverse equalization transfer payments program, and while I agree with this principle, it is constitutionally authorized (Reference: Constitution Act, 1982,s. 36(2) It is also appropriately financed by the Goods and Services Tax (GST). Detailed research is required to quantify the federal gas taxes previously collected, and redistributed in BC. I suspect BC has not received back its fair share.

To close on this issue, chopping out the federal government would reduce red tape and increase provincial, regional district and municipal control. In fact the current Metro Vancouver regional district allocation model could still continue in a better modified form if appropriate. Also, provincial governments must respect the principle of subsidiarity, and indeed decentralize this program to regional and local governments when within their management capacity.

Finally, BC tax payers understand that a gas tax is for roads and bridges primarily, and would also accept expenditures for public transportation. This cost neutral strategy means that we have nothing to loose.

Next on the structural constraints complaint list is the dual problems of a housing crisis, fuelled by population growth. Below is a quotation from page 17 of the full draft report that nicely sandwiches the issues together. “Regional Projections: Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will need to accommodate approximately one million more residents. This means that the region will also require approximately 500,000 additional housing units and almost 500,000 additional jobs. The regional growth strategy focuses on encouraging this growth to Urban Centres and Frequent Transit Development Areas to support complete and walkable communities. It is projected that between 2021 and 2050, most housing and employment growth will occur in these key areas, aligning with the Metro 2050 growth targets. In 2016, Metro Vancouver’s population was just under 2.6 million. Growth over the next thirty years is projected to add about one million people to reach 3.8 million by the year 2050 (Figure 2).” (Reference Metro 2050 Regional Growth Strategy, page 17, Metro Full Draft (Source:
http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf

At the October 19, 2021 Metro Vancouver Regional Growth Strategy Open House, the female presenter commented that 40% (+/-) of population growth was from immigration.

The Immigration, Refugees and Citizen Canada Department Plan 2021-2022, reported the actual total number of permanent residents for 2017 at 286,489, for 2018 at 321,2022, and for 2019 at 341,180. The 2021-22 Projected Target is from 300,000 to 410,000, which is Canada wide. (Source:
https://www.canada.ca/en/immigration-refugees-citizenship/corporate/publications-manuals/departmental-plan-2021-2022/departmental-plan.html#s31

Question. Based on the one million population increase, with 40% from immigration, what role does Metro Vancouver have with 400,000 new immigrants projected for the Lower Mainland? Answer: None!

Because there is a housing affordability crisis, which including a rental crisis, continuing with business as usual is like pouring gasoline onto a fire. Furthermore, with BC in a state of emergency due to the Covid 19 pandemic, climate change, record breaking summer forest fires and heat domes, and recently extreme weather with record breaking heavy rains resulting in flooding, landslides, road closures, and supply change disruptions now with gas rationing, we need to recognize that we are at a breaking point. Put another way, the structural constraint is having the federal government setting immigration levels, but it is the local government where the rubber hits the road and we are unable with available infrastructure to absorb an endless stream of new immigration. By reducing housing demand, this would lower housing prices. Therefore the policy objective is to temporarily suspend immigration into Metro Vancouver. How?

According to Immigration, Refugees and Citizenship Canada, under the Canada–Quebec Accord of 1991, Quebec has sole responsibility for selecting most immigrants destined to the province. However, once immigrants are granted permanent residency or citizenship they are free to move between and reside in any provinces under Section 6 of the Canadian Charter of Rights and Freedoms.

Similarly, BC had an immigration agreement with Canada in 2010, with a 5 year term (See Section 10.8.2,). It appears that this agreement was not renewed, but this needs to be fact checked. (Source: ARCHIVED – Canada–British Columbia Immigration Agreement 2010

We have archived this page and will not be updating it.
You can use it for research or reference.

https://www.canada.ca/en/immigration-refugees-citizenship/corporate/mandate/policies-operational-instructions-agreements/agreements/federal-provincial-territorial/british-columbia/canada-british-columbia-immigration-agreement-2010.html

The policy action required is to advocate to the BC provincial government to re-negotiate a new immigration agreement, but with a significant regional government role, meaning the influence to put the brakes on population growth. Ideally, if and when an affordable housing availability is normalized, then we can restore the previous immigration protocol, but decentralized. The ugly alternative is welcoming new immigrants into homelessness.

This policy initiative should be added to the proposed intergovernmental working group with subsequent consultations with the LMLGA, the FCM and UBCM.

The third and final structural constraint which requires reform, pertains to the federal capital gains tax on housing. As is, when a home owner sells their house, they are exempt from paying capital gains tax on their principle resident. (Source:
https://www.canada.ca/en/revenue-agency/services/tax/individuals/topics/about-your-tax-return/tax-return/completing-a-tax-return/personal-income/line-12700-capital-gains/principal-residence-other-real-estate.html

A history of the housing capital gains is described in the following source. (Source:
https://www.mondaq.com/canada/capital-gains-tax/1112210/capital-gains-taxation-in-canada-history-and-potential-reforms

“The cost the Canadian government of this handout [housing capital gains] to homeowners was $7.9-billion in 2016. In other words, the annual tax loss on this one handout in one year is greater than the $5.5-billion a year that the federal government is planning to spend on its national housing strategy for the next ten years.” (Source:
https://www.policyalternatives.ca/publications/commentary/great-transformation

The twofold underlying problem is that housing is seen as a commodity, an investment, and not as a human right. Second, foreigner millionaires, billionaires and criminals are transferring their ill gotten gains into Canadian real estate. However, the United Nations

recognizes housing as a human right. (Source:
https://www.un.org/ruleoflaw/files/FactSheet21en.pdf
The housing disequilibrium needs to eliminate the profit motivate from speculative real estate transactions. In other words, tax evaders cannot be allowed to perversely use the housing capital gains exemption for their profit. Driving up unaffordable housing is not our Canadian way or value. Furthermore, proceeds of crime should never be rewarded with any tax exemption period! Consequently, the two part policy objective is to first, restore capital gains on housing. As described above, this would immediately add plus $7.9 billion+ annually into new tax revenue. However, this should also include family friendly exemptions, and a good starting point would be to examine and where appropriate, copy cat and crosswalk the current
BC provincial Property Tax Exemptions into a pending BC Capital Gains exemption. (Source:
https://www2.gov.bc.ca/assets/gov/taxes/property-taxes/property-transfer-tax/forms-publications/ptt-003-property-transfer-tax-exemptions.pdf
In accordance with the principle of subsidiary, the second part is for the federal government to vacate the housing capital gains tax field, and to transfer this jurisdiction to the provinces. While on the surface this devolution may appear as shocking, the majority of homeowners would not be effected whatsoever by this required paradigm shift. Why? Because the majority of homeowners are not moving and not selling, but staying put where they live now. In addition, if and when they change ownership because of normal changing family life cycle circumstances, the pending exemptions would, indeed exempt them. This regime change is targeted towards investor and speculators. In turn, the new revenue from this new framework should subsequently be used for provinces to redress the housing crisis in their respective local government municipalities.
This policy initiative should also be added to the proposed intergovernmental working group with subsequent consultations with the LMLGA, the FCM and UBCM. Down the road, when a unified province wide census is reached, the BC government should introduce these initiatives at a future Council of the Federation annual meeting in order to achieve national provincial buy in. (Source
https://en.wikipedia.org/wiki/Council_of_the_Federation
and
https://web.archive.org/web/20041010072421/http://www.councilofthefederation.ca/index.html
In closing, the federal status quo gas tax, immigration and housing capital gains jurisdictions freezes the ability of the province of BC, regional governments and local governments to manage multi emergencies. To reiterate, “According to the subsidiarity principle advanced by the European Union, taxing, spending, and regulatory functions should be exercised by the lowest order of government (the government closest to the people) unless a convincing case can be made for assigning these to higher orders of government. (Source: Introduction: Principles of Fiscal Federalism, Anwar Shah, page 8.
Finally, I would like to end with a famous quotation. “If we keep doing the same thing, we will keep getting the same result.” One should be terrified with the same result, where business as usual will end in failure. Thank you for the opportunity to provide comments on the Metro 50 Regional Growth Strategy.

THE MUNICIPALITY OF THE VILLAGE OF LIONS BAY

November 25, 2021

Chair Sav Dhaliwal
Metro Vancouver Board
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovancouver.org

RE: Council of the Village of Lions Bay: Commentary on the draft Regional Growth Strategy, Metro 2050

Dear Chair Dhaliwal and the Metro Vancouver Board:

Thank you for the opportunity to provide comment on the draft Metro 2050 Regional Growth Strategy. The Council of the Village of Lions Bay has reviewed the draft RGS and provides the attached commentary for your consideration.

Sincerely,

Ron McLaughlin, Mayor

cc.
Village of Lions Bay Council
Peter DeJong, Chief Administrative Officer

Introduction

Council of the Village of Lions Bay would like to commend Metro Vancouver Regional District ("Metro") staff for the clear, well formulated draft Metro 2050 document. The information is an easy read as well as being clear on the strategies to achieve the region's primary goals.

Because of its small size, remote location on the periphery of Metro, and limited opportunities for growth, the Village of Lions Bay has little ability to influence the attainment of regional objectives, as stated in our Official Community Plan (OCP) and confirmed in Metro 2040.

However, we fundamentally wish to support the region's goals where we can. For example, Lions Bay is especially well positioned to support environmental and recreational goals for the region. The Village has been a strong supporter of the Howe Sound Biosphere Initiative, recently recognised by UNESCO, as well as efforts to protect the glass sponges found in Howe Sound (both spearheaded by Lions Bay residents and supported by Council) and other local initiatives. We also lead the region in lowest per capita garbage output.

We take the preservation of our forests and the natural heritage we are fortunate to enjoy extremely seriously. More now than ever before - thanks to COVID-19 - visitors from across the region make use of our trails maintained in most part by resident volunteers. The Village recognises the need for providing access and facilities to those from the region who choose to recreate here and continues to work through the challenges associated with large crowds in a small geographic area with limited resources. However, we are committed to facilitating the enjoyment of the lands designated by Metro for conservation and recreation around us while attempting to manage the impact on our community.

Small as we are, it is our view that Lions Bay's continued focus on preserving the natural heritage that surrounds us, as enshrined in our OCP, is one of the greatest contributions we can make to the region.

As a caveat, we are of the opinion that circumstances in Lions Bay often necessitate a unique approach when making decisions on behalf of the community. It would appear that Metro intends to differentiate between large cities and small communities with targeted actions and specific focuses in support of its strategic goals and with financial restraints in mind. Fiscal prudence and carefully considered allocation of budget are both principles we support.

Due to its location, Lions Bay has of necessity had to become self-reliant and we recognise that services other member municipalities of Metro may readily access are not available to us. We do not and will not receive either water or wastewater services from the region, which places an additional financial burden on our taxpayers.

If there are opportunities to investigate access to grants from which we are currently excluded, we will look to Metro for support in these endeavours.– We take our sustainability and future viability seriously. Our residents pay a heavy cost to be the unique Community we are with insignificant commercial activity, no economy of scale, and a small residential tax base. For three years there has been an across the board 10% Infrastructure Levy to fund current and future needs.

Although there are parts of the regional growth strategy that simply cannot apply to Lions Bay, we respectfully submit the following commentary with regards the draft Metro 2050.

Metro 2050 Goals

Goal 1: Create a Compact Urban Area

Having declared a climate emergency earlier this year, Council supports one of the regional plan's most fundamental elements, namely ensuring that growth is accommodated within the Urban Containment Boundary. To this end, following recent public consultation, we are reconsidering our "general urban" designation. The results of our consultation suggests that residents believe the "rural" designation best supports the community's vision. This may also align more accurately with the goals and guidelines in Metro 2050.

Goal 2: Support a Sustainable Economy

This is an area in which we cannot influence the region in a significant manner, however, Lions Bay enjoys a robust network of home-based businesses that provide employment, services, products and activities for residents close to home. Further, as a result of the pandemic, more residents now work from home. Council will continue to support this trend in the interests of reducing commuter traffic in the region, enhancing the quality of life for residents, especially working parents, and to encourage the influx of young families, a positive result of the pandemic.

The Village has become a destination as well as a stopping point for travellers along the Sea to Sky Highway, whether to visit the local café or our beaches or to hike local trails. In this way, we contribute to the vital tourism industry in the region which we will continue to support.

Goal 3: Protect the Environment and Respond to Climate Change Impacts

The Village of Lions Bay is surrounded by land identified by Metro as ecologically sensitive and designated "Conservation and Recreation". It also falls within the Howe Sound Biosphere Region and the English Bay, Burrard Inlet and Howe Sound Important Bird Area.

Early this year, Council created a Climate Action Committee "to provide a technical and local perspective and advice to Council to aid in the advancement of targets, policies and actions for reducing Greenhouse Gas Emissions, and adapting to climate change, as noted in the Official Community Plan (OCP)." Our watershed is of particular concern.

While tiny in size and population, we believe Lions Bay nevertheless can and does contribute to this Metro 2050 goal through conservation and preservation efforts. We are in support of the strategies outlined to achieve these goals with the caveat that some may be better achieved with local municipal input.

As recent flooding has made us all more acutely aware, the agricultural land in the region is of vital importance to all of us. As such, we strongly support the efforts of Metro to preserve land designated for agriculture.

Goal 4: Develop Complete Communities

As outlined in Metro 2040 and our OCP, the Village is not anticipated to see significant levels of growth, given that there is a limited supply of land to accommodate new development. Lions Bay is too small to be a complete community in terms of the Metro vision of walkable/transit-orientated centres that provide employment, amenities, or services close by.

The Village is largely a community of single family homes. Housing choices also include apartments and town homes in the centre of the Village and above-ground secondary suites scattered throughout the municipality. In the past two years, there has been a significant influx of young families as homes were snapped up in the hot COVID-19 property market, offering city dwellers more living space and easy access to outdoor activities (e.g. trails, beaches, cul de sacs).

Ten years ago, secondary suites were legalised to provide rental opportunities and Council is currently considering an incentive to increase the availability of suites for rent.

That being said, opportunities for providing different housing forms for those at different stages of their life may be considered, in consultation with the community, and within the context of compatibility with the character of the Village.

Goal 5: Support Sustainable Transportation Choices

Council strongly supports the concept of Frequent Transit Corridors as an efficient use of funding to expand TransLink services within compact urban centres pegged for development, and in order to encourage ridership as a means to reduce the region's GHG emissions due to

transportation. Although Lions Bay is largely – of necessity – car dependent, Council and residents strongly support the ongoing provision of a bus service to the Village and will continue to encourage ridership.

We are seeing a healthy number of electric vehicles (EVs) in the community and continue to seek grant funding for the installation of a fast charger for the use of both residents and visitors traveling on the Sea to Sky Highway. We look forward to the outcome of BC Hydro's pricing restructuring in the hope that electricity will be more affordable for EVs owners in Lions Bay, since most residents are subject to Step 2 rates for the bulk of their billing cycle due to electric heating.

Conclusion

While we support the guiding principles within Metro 2050, we value the uniqueness of our small, geographically separate community which has shaped how we live and who we are, which is the recurring refrain throughout our OCP. This means that we will be unable to achieve some targets intended for larger communities or to contribute to all of the region's goals, as outlined above:

1. Put growth in the right places (urban centres and transit corridors)
2. Protect important lands (food, ecological and job lands)
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure (utilities and transit)

KPU | KWANTLEN POLYTECHNIC UNIVERSITY

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Office of the Vice President, External Affairs

November 25th, 2021

Metro Vancouver Board
c/o Chris Plagnol, Corporate Officer, Metro Vancouver
Via email: Chris.Plagnol@metrovancouver.org

RE: Draft Metro 2050 Referral and Comment

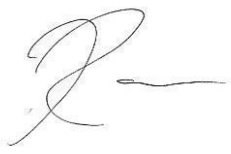
Dear Mr. Plagnol:

Kwantlen Polytechnic University (KPU) is supportive of the draft Metro 2050 Regional Growth Strategy and its updated policy framework, as it is a key region-building tool used by public institutions like ourselves that work closely with all levels of government, including First Nations, to gain insights into the future of the quickly evolving Metro Vancouver region.

Specifically, and based on our review of Metro 2050, KPU recognizes the value of the strong vision put forth through the draft Regional Growth Strategy. While KPU understands that continued conversations with local municipalities and Indigenous communities will still occur towards the interpretation and implementation of the updated Regional Growth Strategy, Metro 2050 does advance a continued future vision of the Lower Mainland that concurrently aligns growth with the creation of complete, connected and resilient communities, while still preserving the essential employment and natural spaces that are vital to the long-term sustainability of our region.

KPU also acknowledges the collaborative planning process that was held over the past two years, having participated in the Regional Growth Strategy Intergovernmental Advisory Committee. The process allowed for constructive dialog throughout the development of the Regional Growth Strategy update and helped facilitate the coordination between regional interests and our provincial commitments as well as our internal policies and plans – not the least of which includes our KPU2050 Official Campus Plan, which establishes a vision and framework for the physical development and growth across all of our five campuses in the cities of Surrey, Langley, and Richmond to the year 2050.

KPU looks forward to remaining engaged with Metro Vancouver as it and KPU endeavor to realize our shared future visions.



Randall Heidt
Vice President, External Affairs
Kwantlen Polytechnic University

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November 15, 2021

Metro Vancouver
Metrotower III
4730 Kingsway
Burnaby, BC V5H 0C6

RE: Feedback on the draft Metro2050 – Regional Growth Strategy

Please receive the following letter as EDGAR's formal feedback on the draft Metro2050 – Regional Growth Strategy (RGS). We have been following the Metro2050 process closely and are submitting the following comments regarding the revised definition of "Employment" lands and only permitting residential uses within 200 meters of rapid transit stations (i.e., Skytrain Stations).

We are the owners of 2625-2645 Skeena Street and 2772 Natal Street (site) in the Renfrew-Collingwood neighborhood in the City of Vancouver. The site is designated Mixed Employment in current RGS. Consisting of two lots, the total site area is approximately 10,651 sq.m (114,647 sq.ft) and is currently improved with a one-story light industrial building on the Natal Street site and a two-story light industrial building on the Skeena Street site. The site is approximately 200 meters, as-the-crow-flies to the northwest, of Rupert Skytrain Station on the Millennium Line.

Our redevelopment objective for the site is to incorporate a mix of uses, including residential (i.e., rental housing), while maintaining and potentially expanding the employment density. We recognize the importance of having employment-generating land uses in the city, especially close to transit, and we would not seek to replace employment land with residential on this site.

Redevelopment of the site into a mixed-use project supports a number of the Metro2050 goals including encouraging transit-oriented developments and better integrating with Transport2050,

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reducing greenhouse gas emissions and addressing climate change, supporting a sustainable and diverse economy, providing affordable housing choices, and creating a complete community.

We are concerned that by limiting residential to only 200 meters around Skytrain Stations, it not only reduces the ability for municipalities to deliver much-needed housing, but it creates further speculation that the conventional metric for transit-oriented development is 400 and 800 meters. We feel that expansion of the radius to at least 400 meters will have minimal negative impacts, while allowing municipalities to capture additional employment and affordable housing opportunities.

An alternative can be to designate Skytrain Station areas as “special study” areas at the regional level to facilitate conversations at the municipal level about the highest and best use of lands immediately adjacent to Skytrain Stations. However, the concern with this approach is the time it takes for RGS amendments to come to fruition, which could take multiple years for both the regional and municipal processes. This timeline is not conducive to responding to the current housing crisis faced by almost every municipality in the region.

We commend Metro Vancouver staff for incorporating flexibility within 200 meters of Skytrain Stations but strongly encourage an expansion of this radius to at least 400 meters – this will help the region to achieve its most critical goals including the creation of more affordable housing options and addressing climate change.

Sincerely,

Peter Edgar, President
EDGAR

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Abundant Housing Vancouver
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November 26, 2021

VIA EMAIL: regionalplanning@metrovancouver.org

Dear Metro Vancouver 2050 Project Team,

Abundant Housing Vancouver ("AHV") is a grassroots, volunteer run organization that advocates for more housing as an important part of the solution to the region's housing crisis. Please accept this letter as AHV's comments on the draft Metro 2050 Regional Growth Strategy dated June 2021 ("Metro 2050").

We applaud many of Metro 2050's stated goals: fostering growth in compact urban centres and frequent transit development areas, in particular, are important objectives that would support both housing affordability and sustainability. We are concerned, however, that the draft Metro 2050 report fails to adequately contextualize the relevant history of regional growth, and by failing to do so, continues to plan for unaffordability and climate failure.

Between 1991 and 2016, the overwhelming majority of regional growth occurred in the suburbs, out of the City of Vancouver: in that period, fewer than one in five new residents was housed in the City of Vancouver.[1] Simply put, we do not think this is a genuine reflection of housing demand, but rather reflects the obvious reality that housing in the City of Vancouver is scarce. Over the last 30 years, Vancouver has experienced an average rental vacancy rate of 0.9%.[2] The 2019 Empty Homes Tax Report identified only 1,893 empty homes in the city without an exemption.[3] When new housing is built in the City of Vancouver, it is lived in. The demand is there, and planning that fails to recognize that cannot succeed.

Vancouver's scarce housing acts as a limit on its population growth; obviously, more people cannot live in the City of Vancouver than for whom housing exists. The city's scarce housing is a cap on its population, with predictable results: the tremendous unmet demand for housing leads to vociferous competition among would-be residents and current residents, driving rent

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[1] Daniel Oleksiuk, *Sightline Institute*, "Will Vancouver Grow as Fast as Its Suburbs?" (August 25, 2021), online: https://www.sightline.org/2021/08/25/will-vancouver-grow-as-fast-as-its-suburbs/
[2] General Manager of Planning, Urban Design, and Sustainability, City of Vancouver, "Rental Incentives Phase II Report Back (November 26, 2019) VanRIMS No. 08-2000-20 at Appendix A page 1, online: https://council.vancouver.ca/20191126/documents/p1.pdf
[3] City of Vancouver, "Empty Homes Tax Annual Report, January 1, 2019 to December 31, 2019 Tax Year, Activity to November 1, 2020" online: https://vancouver.ca/files/cov/vancouver-2020-empty-homes-tax-annual-report.pdf

increases, price increases, low vacancy rates, and the reverse filtering of housing from lower-income residents to higher-income residents. The outcome is today's status quo of unaffordability, climate-destroying car dependency, and the destruction of social cohesion as families and friends are scattered across the region as they search, often in vain, for suitable housing.

To look at past growth as a guide to future growth in these conditions is simply to cement today's injustice into tomorrow's. It is to tell everyone priced out of the City of Vancouver that there will not be a place for them tomorrow, either. Sadly, the Metro 2050 draft continues this pattern of planned scarcity and exclusion. Worryingly, the draft does not even provide municipal-level projections. It instead combines the City of Vancouver, Burnaby, and New Westminster into the "Burrard Peninsula" subregion, which is expected to grow by only 322,900 people between 2020 and 2050 -- a mere 30% of the region's overall growth of 1,069,800 people over that time.

The idea that only 30% of the region's new residents between now and 2050 would choose, if they could, to live in the "Burrard Peninsula", and that fewer still would choose to live in the City of Vancouver, is, on its face, implausible. Further, it clearly runs counter to Metro 2050's stated goal of creating a compact urban area. Metro 2050, in fact, does the exact opposite: plan for a future of continued housing scarcity in the urban core, with the resulting unaffordability, displacement of renters, and inability to meet climate targets.

This is particularly apparent when one considers Map 4, which identifies "Urban Centres". This map suggests Metro 2050 is a continuation of the status quo: increasing density in the densest areas, so that low-density, detached home neighbourhoods can be exempted from change and growth. This sort of approach entrenches current inequities. Growth cannot happen just by bulldozing older apartment buildings in order to build newer ones on top of them. The goal ought not be to "concentrate" development in the already densest neighbourhoods, such as the West End, but to allow growth to happen where it has previously been barred. A serious attempt to foster a "compact urban centre" would surely envision the entirety of the City of Vancouver as such.

The region will never be affordable or make real progress on its climate goals so long as our planners and politicians continue to plan for scarcity and exclusion. AHV hopes you will consider these views and the need to encourage more housing in the existing urban core, particularly the City of Vancouver, as Metro 2050 moves forward.

Sincerely,

Peter Waldkirch and the board of Abundant Housing Vancouver

Fisheries and Oceans
Canada

Regional Director
Pacific Region
Suite 200 – 401 Burrard Street
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Pêches et Océans
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Directeur régional
Région du Pacifique
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November 25, 2021

To Whom it May Concern,

Thank you for the invitation for Fisheries and Oceans Canada (DFO) to review the draft Metro 2050 Regional Growth Strategy. DFO Pacific Region values constructive working relationships with other levels of government to support more effective delivery of our goals for the conservation and protection of aquatic ecosystems and the sustainable use of marine resources. DFO is responsible for delivering a variety of programs lead by different branches of our department in Pacific Region. Given the relevance of the draft Regional Growth Strategy to a number of those programs, we have collaborated internally to provide you an integrated response that reflects the input of the key branches in our department. Attached you will find the full set of our comments on the draft Regional Growth Strategy, but I will highlight a number of overarching comments here:

- We recommend more emphasis in the Regional Vision, principles and goals on coordination and collaboration across jurisdictions (including with First Nations);
- Although the Strategy considers climate change and natural hazards, our review did not find any consideration of cumulative effects in this Strategy. Cumulative effects of development along with climate change will continue to add significant pressure on urban ecosystems (including fish and fish habitat), and we recommend that the Strategy take into account;
- We recommend that particular consideration be given to the importance of keystone species such as salmon and Southern Resident Killer Whales and the protection of ecosystems important to their survival, including the Fraser River Estuary. This should include consideration of how civic authorities and resources can be applied to improve outcomes for iconic species like salmon and Southern Resident Killer Whales by addressing key threats to these species;
- Resilience underpins this Growth Strategy, and should be considered in all facets, including maintaining resilience of our natural ecosystems within a changing climate.

We would be pleased to discuss more specific steps Metro Vancouver could take to address the recommendations described here and in the attached table and look forward to opportunities for collaboration on the planning and management of this important region.

Sincerely,

Neil Davis
Regional Director of Fisheries Management
Pacific Region

Draft Metro 2050 Regional Growth Strategy, June 2021

Fisheries and Oceans Canada's Comments

Accessible at:
http://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf

General DFO Comments:

- We recommend more emphasis in the Regional Vision, principles and goals on coordination and collaboration across jurisdictions (including with First Nations);
- Although the Strategy considers climate change and natural hazards, our review did not find any consideration of cumulative effects in this Strategy. Cumulative effects of development along with climate change will continue to add significant pressure on urban ecosystems (including fish and fish habitat), and we recommend that the Strategy take into account;
- We recommend that particular consideration be given to the importance of keystone species such as salmon and Southern Resident Killer Whales and the protection of ecosystems important to their survival, including the Fraser River Estuary. This should include consideration of how civic authorities and resources can be applied to improve outcomes for iconic species like salmon and Southern Resident Killer Whales by addressing key threats to these species.
- Resilience underpins this Growth Strategy, and should be considered in all facets, including maintaining resilience of our natural ecosystems within a changing climate;

Referenced Comments within the Strategy:

Page	Paragraph or Reference	DFO Comment
11	Goal 3	In addition to a "connected network of protected Conservation and Recreational lands and other green spaces", protecting the environment and responding to climate change should also consider shifting dykes landward to allow aquatic habitat (e.g. freshwater and salt marshes, eelgrass) to continue to move landward as sea levels rise and increased flooding occurs. With a hardened shoreline along rivers and coastal shores, aquatic vegetation that is dependent on a specific elevation range will slowly disappear (i.e. "coastal squeeze"). Aquatic vegetation, and riparian vegetation, not only provides fish and aquatic wildlife habitat, it also acts as an important carbon sink. Suggest adding to the last paragraph of the first section, that "warmer temperatures combined with longer drought periods can increase the risk of wildfires and impact important wildlife and fish habitat."
13	'Protecting the Environment'	Suggest adding that the Fraser River is one of the most important salmon rivers in the world, hosting 5 different salmon species, and as well, anadromous steelhead trout. Having a healthy and productive estuary is critical to the survival of these Fraser salmon populations, which are of great importance to people and a keystone species in our marine and coastal ecosystems
17	General	Suggestion to acknowledge long-term challenges of human population growth on ecosystems and wildlife under the Growth Projections section and in connection with goal 3 of document. Suggest incorporating the following

Page	Paragraph or Reference	DFO Comment
		sentence: “Reduce the threats from human population growth and development on the important habitats, sensitive ecosystems and wildlife, including food webs”.
25	1	“A commitment to a compact urban area within the region reflects the recognition that sprawling urban development consumes the natural landscape, necessitates costly and inefficient urban infrastructure such as sewerage services and transit, contributes to negative health impacts, and adds to the global problem of greenhouse gasses thereby worsening climate change.” As written the focus here is on impacts that largely occur to the land base, however, urban sprawl creates significant pressure on streams and rivers that run through our cities. This should also be acknowledged, as these watercourses provided significant ecological functions and are home to our iconic salmon and other aquatic species.
42	2nd	Agricultural policies for protection of land for “…edge planning, new drainage and irrigation infrastructure, and climate change adaptation” needs to also consider improving and maintaining aquatic connectivity and improving water quality for fish and aquatic life. The strategies listed should also explicitly promote sustainable and environmentally friendly agricultural practices (e.g., that protect and conserve fish and fish habitat).
53	1	This paragraph succinctly captures the importance of the environment that Metro Vancouver encompasses and the four strategies in the blue box should be how existing and new developments are planned, managed and operated.
53	Goal 3	‘Metro Vancouver has a spectacular natural environment. Many of Metro Vancouver’s ecosystems have global significance, providing both internationally-important fish habitat and key feeding and resting points for migratory birds along the Pacific Flyway’. Suggest adding a general sentence regarding the protection of Southern Resident Killer Whales because they are endangered and salmon is their preferred food choice, therefore the protection of Vancouver’s ecosystems are important for the recovery of this iconic species.
55	3.1.9 (b)	Urban streams should explicitly be considered for inclusion within the definition of the Conservation and Recreational land use designation to support protection of these important waterways.
59	b) ii)	Ecosystem connectivity should also consider reconnecting aquatic habitat where there are barriers (e.g. tidal and flood gates, culverts) to fish passage. Barriers to fish movement have been identified as a major impediment for fish to access upstream spawning and rearing habitat or that may trap fish upstream when a barrier closes (e.g. tidal gate). Existing barriers should be upgraded to provide fish friendly passage, which will assist with restoring fish and their habitat, including for species at risk. Maintenance of flows and the characteristics of the water flow downstream for the free passage of fish and the conservation and protection of fish habitat is a requirement under the *Fisheries Act* and must be considered in the planning, design, construction and operation of new infrastructure. In addition, consideration should be given to ‘daylighting’ streams that have been culverted or directed sub-surface to improve use by fish and increase aquatic productivity.

Page	Paragraph or Reference	DFO Comment
60	c) iii)	Aquatic invasive species (AIS) have been identified as a major threat to the conservation and protection of fish and fish habitat. Our goals are to conserve existing fish and fish habitat resources, protect these resources against future impacts, and restore fish habitat. AIS can outcompete (e.g. European green crab, small mouth bass) and change habitat (e.g. Spartina). Many development projects in the Lower Mainland have altered watercourses that have provided the physical and chemical conditions that allow AIS to establish and outcompete native species and climate change is facilitating this shift. Reducing the spread of invasive species (including aquatic invasive species) should be included for existing and new developments in their planning, design and operations.
60	c) iv)	Supporting watershed and ecosystem planning is critical to helping achieve strategy 3.2. However, further elaboration is required, including for instance development of standardized planning processes and approaches to help municipalities collectively move in the same direction.
65	3.4.2 d) e)	Approaches and best practices aimed at mitigating impacts from climate change (e.g., flooding) should not only consider human benefits from implementation of the mitigation measures, but also potential consequences to fish and fish habitat (e.g., diking can destroy or fragment fish habitat). Design and implementation of climate adaptations should be holistic such that vulnerable populations be they human or aquatic are protected.
66	3.4.5 b)	Member jurisdictions should be explicitly required to undertake climate change and natural hazard risk assessments, as this will then inform where new developments should be discouraged.
105	Goal 3	Goal 3 speaks to ecosystem health yet there is no mention of the Fraser River Estuary. Suggest adding 'Supporting a healthy estuary critical for wildlife and salmon migration.'

DESTINATION BRITISH COLUMBIA®

November 25, 2021

Sean Galloway
Director, Regional Planning and Electoral Area Services
Metro Vancouver
Metro Tower III, 4515 Central Boulevard,
Burnaby, BC V5H 0C6

Dear Mr. Galloway:

Re: Metro 2050

Thank you for the opportunity to provide input into the Metro Vancouver Regional Districts regional growth strategy, Metro 2050, and your recent presentation on the strategy to Destination BC's (DBC) Metro Vancouver Destination Management Council (MVDMC) within the Vancouver, Coast & Mountains tourism region. I understand there was an informative discussion with MVDMC members, that dialogue and review of the regional growth strategy related documentation informs our input into Metro 2050.

Metro 2050 offers a rare opportunity to manage regional tourism and build support with Metro Vancouver municipalities and other members. We would like to take this opportunity and provide some considerations that will enable residents and visitors to enjoy Metro Vancouver and all it has to offer.

Our review of Metro 2050 has shown significant alignment with the goals and vision of the Metro Vancouver Destination Development Strategy. Metro Vancouver Regional District staff had input into the development of this strategy, which is reflected within the strategic objectives and content within the strategy. We support and share your goals to further reconciliation with Indigenous communities, Peoples and First Nations, and concur with your desire to continue to grow cultural diversity to enrich the region and make it an attractive place for residents to live and visitors to enjoy. We applaud your recognition that the regional economy benefits from tourism along with other economic drivers and that the regional districts spectacular natural environment provides an opportunity for further recreational development. The region's major parks and outdoor recreation areas are a big draw for residents and visitors. Protecting, maintaining, and expanding these spaces, along with improving links to transit are important opportunities to address within the 2050 plan.

We believe local governments have a pivotal role in tourism and in particular, destination development and destination management. Events and visitor experiences often require an array of local government services and support in areas such as road closures, additional policing, and permitting. Local governments are often at the forefront of managing the intersection of visitors and residents. Regional and local planning also provide strategic levers through re-zonings, bylaws, and other mechanisms to enable investment in tourism, destination development, and destination management.

With the foregoing in mind, we offer the following for consideration in Metro 2050:

1. Greater recognition of tourism as a means to grow regional economic prosperity. Tourism is one of British Columbia's most important industries, generating $22.3 billion in industry revenue and $8.7 billion in real GDP in 2019 and, post-pandemic, has untapped potential.

2. Recognition that tourism is part of a larger effort to support and engage Indigenous Peoples, communities, and their cultural history.
3. Support for tourism development that promotes employment opportunities and improved cultural and recreational facilities.
4. Encouragement to Metro Vancouver members to support initiatives and proposals that enable the benefits of tourism throughout the region, grow destination development and related amenities, enhance visitor experiences and further positive resident sentiment.
5. Work together to manage the destination together. The Vancouver, Coast & Mountains tourism region, managed by Destination BC, desires to be better integrated into planning efforts for both the regional district and municipalities in the MVRD.

We suggest that these considerations, and in particular item 4 above, be incorporated in your direction to member jurisdictions adoption of Regional Context Statements to demonstrate the alignment of their OCPs with Metro 2050.

Thank you in advance for consideration of DBC's input and for your ongoing participation in the MVDMC. Our team would be happy to follow up with you and elaborate on these thoughts, if that would be helpful for you.

Sincerely,



Richard Porges
President & CEO
Destination British Columbia

26th November, 2021

Submission from the David Suzuki Foundation
Re: Metro 2050 Regional Growth Strategy

We are writing in response to the recently updated Metro Vancouver 2050 Regional Growth Strategy and would like to take the opportunity to express our support for the ambitious targets that Metro Vancouver has set out in the Metro 2050 report. We are excited to see the new 2050 targets to protect 50% of the regional land base as well as increase tree canopy cover within the established Urban Containment Boundary to 40%. It is also good to see a series of policy considerations that accompany each of the goals. In addition, we were delighted to see that environmental impacts are considered throughout the strategy beyond just Goal 3 to "Protect the Environment and Respond to Climate Change and Natural Hazards."

The David Suzuki Foundation has submitted comments to previous strategic documents this year and in 2020 including Metro Vancouver's Clean Air Plan and the Transportation Discussion Paper, which we will reference here as well. In years past, we contributed to development of a Regional Green Infrastructure Network Strategy and are pleased to see renewed interest in that approach. Below are a number of comments and suggestions to help achieve timely and practical actions to address the climate crisis in the next decade. We note that the UN and the recent COP26 in Glasgow, UK emphasize that the global climate crisis is intertwined with and must be solved in tandem with a global crisis of biodiversity and nature loss. Our comments are delivered in that context. The 2050 horizon is important for long-term planning but from a climate and biodiversity perspective ambition action over the next decade is crucial.

Greater emphasis on climate adaptation in strategic documents such as the Metro 2050 strategy required

In light of the recent and ongoing flooding events in the Lower Fraser Valley and Northern B.C., there is a need to act more urgently to improve Metro Vancouver's climate adaptation strategy. The province has been overwhelmed by wildfires and floods and we feel that we are far behind on planning for adaptation. Beyond the proposal for a strategy, we feel that adaptation should be integrated into the Regional Growth planning. Municipalities are facing unprecedented costs to address the stress on their infrastructure and to recover from these intensified and more frequent climatic events. Climate impacts in the short term will

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greatly impact our ability to meet the main goals outlined in the 2050 Regional Growth Strategy and the long-term vision captured in the report. We propose that clear targets and goals be set for adaptation as part of the Regional Growth Strategy.

Greater emphasis on natural infrastructure (also known as natural assets or green infrastructure) into municipal-level planning

As per the Regional Growth Strategy we see a clear role for natural infrastructure to deliver multiple essential services and co-benefits. However, this requires a clear management plan in with full integration across multiple sectors. As per the 200 metres target set for residents to access rapid transit, we would invite you to include a minimum requirement for all residents to have access to and live within 300m of green space, a proven necessity for the health and well-being of the community. Designing and maintaining nature-based infrastructure can provide specific services like stormwater management and also co-benefits like access to greenspace and a buffer against extreme heat.

Metro Vancouver recognizes that affordable housing will be critical as the population increases over the next 3 decades. Throughout Canada, however, low-income and BIPOC communities have been disproportionately impacted by climate change, pollution, and degraded waters. Environmental justice issues around the access to green space and a clean environment will be a critical area to consider more explicitly within the strategy.

Natural Infrastructure is a key component of natural asset management, an approach adopted by the City of Vancouver and West Vancouver. Other municipalities in Metro Vancouver have taken an initial step of completing natural asset inventories. This has proven to be practical way of ensuring that the protection and management of natural infrastructure is integrated into budgeting and operations. Mainstreaming these initiatives with clear plans and strategies for protection can present positive outcomes for better functioning systems and green infrastructure networks.

We also welcome the idea of establishing new national urban parks, with a clear strategy focused on prioritizing the protection, effective management, and restoration of ecosystems in order to sustain the services they provide. The establishment of a greenbelt as we see in Ontario, across Metro Vancouver could also serve as a way of actioning on the implementation of a regional green infrastructure network, as per policy recommendation 4 under Goal 3. These types of land use decisions should include the Indigenous nations whose territory overlaps with Metro Vancouver.

Adopt a watershed scale approach to protection and conservation

While this was mentioned in Section 3.2.7 of Goal 3, we hope that the Regional Growth Strategy can be more explicit in clarifying the scales necessary for watershed management and that restoration planning is explicitly included. The health of all ecological systems depends on a healthy watershed to conserve water, promote streamflow, support habitats for wildlife and plants and provide sustainable clean drinking water sources. This should also apply to Goals 1 and 2, whereby economic zones should be integrated into ecosystem-based management if we are serious about these targets. We encourage you to advocate for transformative action in order to meet these targets and ensure they are not just aspirational. Having key governing bodies messaging on the urgency of climate and biodiversity is needed to support and motivate municipalities in within the region.

We also invite you to improve management systems by integrating ongoing monitoring and evaluation of practices to ensure sufficient and timely progress against these targets. This includes closely monitoring Metro Vancouver's watersheds and improving accountability to the public, municipalities and other stakeholders. We also would urge that, in addition to policy innovations, Metro Vancouver secure dedicated and sustained funding mechanisms that will support positive impacts of programmes and initiatives.

Working with Indigenous partners and other groups

We note that the strategy acknowledges the need for working with local First Nations. We would encourage Metro Vancouver to include Indigenous leadership and perspectives into strategic-level planning including the Metro 2050 report. The involvement of First Nations into strategic planning and implementation should be explicit and will be key to ensuring more effective and sustainable outcomes. Partnerships and networks are required to achieve the specific targets and Metro Vancouver's vision. The David Suzuki Foundation supports the need for a consolidated network of local governments, urban planners, academic researchers, ENGOs and engineers to ensure that the establishment of a regional green infrastructure network will facilitate collaboration on common objectives.

As per our previous submissions, we would like to highlight some comments made previously that are applicable to Goal 5 in the Metro 2050 Regional Growth Strategy:

Comments on Goal 5: Support Sustainable Transportation Choices

Metro Vancouver's emissions from transportation make up 45 per cent of its total emissions. To meet climate objectives and stay within the science-based limit of increasing heating no more than 1. 5 C, policies and actions from Metro Vancouver must not only be bold but also designed to bend emissions curves down dramatically by 2030.

Under Strategy 5.1

5.1.10 Advocate to the Federal Government and the Province to provide increased reliable funding for expanding and operating: a) the regional transit system; b) the Regional Cycling Network (i.e. the Major Bikeway Network for utility cycling trips and Regional Greenway Network for recreational travel); and c) municipal pedestrian infrastructure.

This section should include mention of permanent transit funding. While there has been recognition of the need for permanent transit funding from the federal government for the planning and execution of regional priority projects, this remains at the discretion of the serving government and could easily be removed. Metro's 2050 plan should advocate for permanent funding on a continuing basis. We cannot afford to experience again the delays that saw projects stalled for years if not decades.

5.1.12 Advocate to member jurisdictions to engage with impacted municipalities and First Nations when developing plans, polices, and programs related to new mobility, shared mobility, and inter-jurisdictional connectivity.

The David Suzuki Foundation is very supportive of this approach. It would be improved by adding shared 'electric mobility'. Under 'new mobility' the concept of 'mobility as a service' would capture more options. We've paid particular attention to autonomous vehicles planning and have recommendations for Metro Vancouver on how to factor climate into planning in this report: https://davidsuzuki.org/science-learning-centre-article/new-mobility-autonomous-vehicles-impacts-greenhouse-gas-emissions-metro-vancouver/

New mobility may also include ride shares. Here we caution Metro Vancouver and encourage you to take note of this research which points to ride-share as a large source of carbon emissions: https://pubs.acs.org/doi/full/10.1021/acs.est.1c01641

Missing from the plan

We note that mobility pricing is not mentioned as a strategy to limit demand. This is an important policy that, while politically challenging to implement, will be an important source of revenue as the gas tax fund dries up as we transition to electric vehicles.

We encourage you to read our report on mobility pricing, which includes recommendations for Metro Vancouver: https://davidsuzuki.org/science-learning-centre-article/pricing-it-right-for-climate-using-mobility-pricing-to-drive-down-transport-emissions-in-metro-vancouver-and-montreal/

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Role of Smart Growth, fuel switching and EV policies and mandates

Finally, we draw your attention to the important role of smart growth land use policies in the context of senior government policies promoting energy efficiency and fuel switching. We commissioned a report which found that ambitious smart growth land-use policies offer fairly small additional GHG reductions from personal transportation in Metro Vancouver when combined with current and announced federal and B.C. fuel switching and EV policies and mandates. Metro Vancouver should consider that ambitious smart growth policies would be expected to have a larger impact on carbon emissions should senior government carbon-reduction policies be weakened. Report with recommendations for Metro Vancouver: https://davidsuzuki.org/science-learning-centre-article/clearing-the-air-transportation-land-use-and-carbon-emissions-in-metro-vancouver/

For further questions on any of the points above, please do not hesitate to contact us. We are more than happy to find ways to collaborate and work together to support shaping Metro Vancouver's long-term vision as well as effectively addressing the climate and biodiversity crises in the here and now.

Key contacts for this submission:

Clarissa Samson, Nature-based Solutions Campaign Economist Lead, csamson@davidsuzuki.org
Theresa Beer, Climate & Transportation Policy Analyst, tbeer@davidsuzuki.org
Jay Ritchlin, Director-General, Western Region, jritchlin@davidsuzuki.org

Township of Langley

Est. 1873

November 26, 2021 File No. 6540-04

Chris Plagnol, Corporate Officer, Metro Vancouver
Chris.Plagnol@metrovancouver.org

Dear Chris:

Re: Township of Langley Comments on Draft Metro 2050

At its November 22, 2021 Regular Meeting, Township Council adopted the following resolutions:

That Council authorize staff to forward the comments on the draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. *Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);*
2. *The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;*
3. *The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors.*

Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts.

That Council ask staff to include the following comment on the Township of Langley comments summary:
That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.

A certified copy of these resolutions and the above referenced report, including Attachment B, are enclosed.

If you have any questions or require any additional clarification, please contact the undersigned at 604-533-6042

Yours truly,

Stephen Richardson
DIRECTOR
DEVELOPMENT SERVICES
On behalf of
Ramin Seifi, General Manager, Engineering and Community Development

Enclosures: Report 21-120
Certified Resolution

Copies to: Mark Bakken, Chief Administrative Officer, Township of Langley
Ramin Seifi, General Manager, Engineering and Community Development, Township of Langley

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	OCTOBER 18, 2021 - REGULAR MEETING	**REPORT:**	21-120
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	6540-04
SUBJECT:	DRAFT METRO 2050 REGIONAL GROWTH STRATEGY UPDATE		

RECOMMENDATION:

That Council authorize staff to forward the comments on draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.

EXECUTIVE SUMMARY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) initiated an update to Metro 2040, the current regional growth strategy (RGS). A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development by addressing matters of regional significance. A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP).

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050") to member jurisdictions for comment (see Attachment A). For Council's consideration, staff have prepared comments on draft Metro 2050 (see Attachment B). Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP. However, it is noted that some of the proposed changes in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management. Staff have also identified some specific items with particular implications for the Township.

Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw and adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

PURPOSE:

This report provides an overview of the regional growth strategy update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District.

BACKGROUND/HISTORY:

On April 26, 2019, the Metro Vancouver Regional District (MVRD) Board passed a resolution to initiate an update to the current regional growth strategy, Metro Vancouver 2040: Shaping our Future ("Metro 2040"). Metro 2040, was accepted by the Township on March 7, 2011 and adopted by the MVRD Board on July 29, 2011.

Pursuant to the Local Government Act, a Regional Growth Strategy (RGS) is a long-term regional planning framework for land use management that may be adopted by the MVRD Board. A RGS is intended to be a high-level strategy that provides a vision and guides decisions related to growth and development in the region by addressing matters of regional significance.

A RGS is linked to municipal plans through a Regional Context Statement (RCS) that is required in an Official Community Plan (OCP). The RCS must identify the relationship between the OCP and the goals, strategies and actions identified in the RGS and, if inconsistencies exist, how the OCP is to be made consistent with the RGS over time. A new RCS must be prepared by all member jurisdictions and submitted to the MVRD Board within two years of a new RGS being adopted.

Over the past two years, Metro Vancouver staff have worked with staff from member jurisdictions, including the Township, to identify opportunities to enhance the RGS and address policy gaps. Between January and May 2021, Township staff participated on the Metro 2050 Intergovernmental Advisory Committee to review and provide feedback on early draft content for Metro 2050.

At its June 25, 2021 meeting, the MVRD Board referred the draft RGS update ("Metro 2050" – Attachment A) to member jurisdictions for comment. On September 20, 2021, Metro Vancouver staff presented an overview of draft Metro 2050 to Council. Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021.

DISCUSSION/ANALYSIS:

According to Metro Vancouver, the purpose of the RGS update is to extend the planning horizon of the strategy to the year 2050, respond to issues such as climate change, social equity, resilience, and housing affordability, and integrate with TransLink's Transport 2050 planning process (the update to the regional transportation strategy).

Overview of Draft Metro 2050 Content:

Draft Metro 2050 (Attachment A) has nine (9) sections. The overview below highlights the more pertinent sections and proposed updates in terms of policy and procedural implications for the Township, based on staff's review and analysis.

Section D: Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections

Section D includes the descriptions of the core policy tools in the regional growth strategy including:

- The Urban Containment Boundary
- The six regional land use designations (i.e. General Urban, Industrial, Employment, Rural, Agricultural, and Conservation and Recreation)
- The five regional overlays (i.e. Urban Centres, Frequent Transit Development Areas, Major Transit Growth Corridors, Trade-Oriented Lands, and Natural Resource Areas)

The Urban Containment Boundary is a long-term, regionally defined area for urban development. The regional land use designations describe the intended land uses. Where they apply, the regional overlays provide additional land use policies that are meant to be interpreted in conjunction with the land use designations. These policy tools are the basis of the regional land use framework and inform the review and acceptance of RCSs.

Draft Metro 2050 does not propose any significant changes to the descriptions of the Urban Containment Boundary, regional land use designations, Urban Centres overlay, or Frequent Transit Development Areas overlay. The following new overlays are proposed in the current draft of Metro 2050:

- Major Transit Growth Corridors are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas
- Trade-Oriented Lands are areas that may be identified in a RCS with a more defined set of permitted uses that support inter-regional, provincial, national, and international trade within the Industrial regional land use designation
- Natural Resource Areas are intended to illustrate existing provincially-approved natural resource uses within the Conservation and Recreation regional land use designation

Metro Vancouver proposes to add a new Major Transit Growth Corridor along 200 Street, between Willowbrook and Carvolth, with the latter being designated as a Frequent Transit Development Area. The proposed addition is to reflect changes to the Carvolth Neighbourhood Plan and Latimer Neighbourhood Plan to accommodate transit-supportive developments along the 200 Street corridor.

Section D also presents the population, dwelling unit, and employment growth projections. Draft Metro 2050 forecasts that the region will need to accommodate approximately one million more residents over the next 30 years, requiring approximately 500,000 additional housing units and almost 500,000 additional jobs over that period. Unlike Metro 2040 that presents growth projections for each municipality, draft Metro 2050 presents growth projections for six subregions. In future, member jurisdiction projections will still be prepared as a service to member jurisdictions, and will be reported annually, outside of the regional growth strategy.

Section E: Goals, Strategies and Actions

Section E includes the goals, strategies, and policy actions. The table below compares the Metro 2040 goals and strategies and the draft Metro 2050 goals and strategies.

Metro 2040	**Draft Metro 2050**
Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Protect Rural areas from urban development	Goal 1: Create a Compact Urban Area • Strategy 1.1: Contain urban development within the Urban Containment Boundary • Strategy 1.2: Focus growth in Urban Centres and Frequent Transit Development Areas • Strategy 1.3: Develop resilient, healthy, connected, and complete communities with a range of services and amenities • Strategy 1.4: Protect Rural Lands from urban development

Metro 2040	Draft Metro 2050
Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment close to where people live • Strategy 2.2: Protect the supply of industrial land. • Strategy 2.3: Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production	Goal 2: Support a Sustainable Economy • Strategy 2.1: Promote land development patterns that support a diverse regional economy and employment opportunities close to where people live • Strategy 2.2: Protect the supply, and enhance the efficient utilization, of industrial land • Strategy 2.3: Protect the supply of agricultural land and strengthen agricultural viability
Goal 3: Protect the Environment and Respond to Climate Change Impacts • Strategy 3.1: Protect Conservation and Recreation lands • Strategy 3.2: Protect and enhance natural features and their connectivity • Strategy 3.3: Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality • Strategy 3.4: Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards • Strategy 3.1: Protect and enhance Conservation and Recreation lands • Strategy 3.2: Protect, enhance, restore, and connect ecosystems • Strategy 3.3: Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions, create carbon storage opportunities, and improve air quality • Strategy 3.4: Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards
Goal 4: Develop Complete Communities • Strategy 4.1: Provide diverse and affordable housing choices • Strategy 4.2: Develop healthy and complete communities with access to a range of services and amenities	Goal 4: Provide Diverse and Affordable Housing Choices • Strategy 4.1: Expand the supply and diversity of housing to meet a variety of needs • Strategy 4.2: Expand, retain, and renew rental housing supply and protect tenants • Strategy 4.3: Meet the housing needs of lower income households and populations experiencing or at risk of homelessness
Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	Goal 5: Support Sustainable Transportation Choices • Strategy 5.1: Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking • Strategy 5.2: Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services

As shown in the table above, the primary difference in the goal structure of Metro 2050 is that Goal 4 has become "Provide Diverse and Affordable Housing Choices" and now includes three strategies about housing. The content of Metro 2040 Strategy 4.2 "Develop healthy and complete communities with access to a range of services and amenities" (previously under Goal 4) has been moved to Goal 1 as a new Strategy 1.3 entitled "Develop resilient, healthy, connected, and complete communities with a range of services and amenities."

Within each strategy, there are policy actions for Metro Vancouver and member jurisdictions (e.g. municipalities). For member jurisdictions, the policy actions are to be considered and adopted through a new RCS and, in the case of Strategies 4.1, 4.2 and 4.3, housing strategies or action plans. There are more policy actions for member jurisdictions in draft Metro 2050 than in Metro 2040.

Proposed policy action updates in draft Metro 2050 include:

- Enhanced clarity on Urban Centres and Frequent Transit Development Areas
- Stronger alignment of planned locations for growth with transit investment through Major Transit Growth Corridors
- More explicit integration of equity outcomes
- Emphasis on building relationships with First Nations
- Stronger protection for Industrial lands, particularly Trade-Oriented Lands
- Target to protect 50% of land for nature and achieve 40% tree canopy cover within the Urban Containment Boundary
- Stronger climate action, including collective actions to meet greenhouse gas emission reduction targets and prepare for impacts
- Target that 15% of new and redeveloped housing in Urban Centres and Frequent Transit Development Areas be affordable, rental housing
- Additional policies to encourage transit-oriented affordable housing and protect existing non-market rental units

Section F: Implementation

The Implementation section describes the procedures for implementing and amending the RGS. Draft Metro 2050 retains the same three amendment types and procedures as Metro 2040, except that the requirement for a regional public hearing is removed from the Type 2 amendment process.

Section I: Maps

Draft Metro 2050 retains the same parcel-based mapping approach that was introduced in Metro 2040, and no changes are proposed to the Urban Containment Boundary or land use designations. Map 5 "Major Transit Growth Corridors" and Map 11 "Sensitive Ecosystem Inventory" are new maps being introduced in draft Metro 2050.

Comments on Draft Metro 2050:

For Council's consideration, staff have prepared comments on draft Metro 2050 (Attachment B). These comments are based on staff's focused review of draft Metro 2050 content with implications for member jurisdictions, including the Township of Langley.

Overall, draft Metro 2050 is generally consistent with Township land use goals, objectives, and policies related to sustainable growth and land use management as articulated in the OCP.

However, it is noteworthy that some of the policy action updates proposed in draft Metro 2050 are not regional matters and/or are beyond the scope of planning and land use management Specific items with particular implications for the Township are identified in Attachment B.

It is noted that Township and Metro Vancouver staff have engaged in a number of discussions on draft Metro 2050 since the MVRD Board formally referred it to member jurisdictions for comment on June 25, 2021. As a result, several of the comments have been resolved in principle, but have nevertheless been included for Council's consideration of endorsement, so that they may form part of the Township's formal submission for records purposes.

Financial Implications:

There are no financial implications associated with the recommendation in this report. Within two years of adoption of the RGS, municipalities are required to prepare and submit an updated RCS to Metro Vancouver. The scope of this work will depend on the final policy actions in the new RGS that need to be considered and adopted as part of an RCS update. At this point, staff anticipate that a relatively minor RCS and concurrent OCP update would be required following the adoption of Metro 2050.

Conclusion and Next Steps:

This report provides an overview of the RGS update and seeks Council authorization to forward Township of Langley comments on draft Metro 2050 to the Metro Vancouver Regional District. As noted above, Metro Vancouver requires that Township comments on draft Metro 2050 be submitted by Council resolution by November 26, 2021. It is currently anticipated that the formal bylaw adoption process for Metro 2050 will begin in January 2022, with member jurisdictions, including the Township, consideration of acceptance by Council resolution between March and May 2022.

Respectfully submitted,

Patrick Ward
SOCIAL/STRATEGIC PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Draft Metro 2050, Regional Growth Strategy
ATTACHMENT B Township of Langley comments on draft Metro 2050

Township of Langley comments on draft Metro 2050

1. Scope of policy actions

Some draft policy actions do not appear to be regional matters and/or appear beyond the scope of planning and land use management. An example is Policy Action 3.2.7c)iii): "Adopt Regional Context Statements that include policies that reduce the spread of invasive species by employing best practices, such as the implementation of soil removal and deposit bylaws, development permit requirements, and invasive species management plans." It is recommended that Metro Vancouver, in collaboration with member jurisdictions, further review draft Metro 2050 to identify and omit policy actions that may not be regional matters and/or are not related to planning and land use management.

2. Policy 2.3.12(c)(vi)

Draft policy action 2.3.12(c)(vi) reads as follows: "Adopt Regional Context Statements that include policies that protect the supply of agricultural land and strengthen agriculture viability including those that align Official Community Plan policies and zoning regulations with the Minister's Bylaw Standards and Agricultural Land Commission legislation and regulations."

The following comments are provided on this draft policy:

- An Official Community Plan (OCP) is a policy-oriented document whereas Minister's Bylaw Standards and ALC legislation and regulations are regulatory-oriented documents. The Township does not support aligning a policy-oriented document with these regulatory-oriented documents as this exercise would introduce an inappropriate level of detail to the OCP.
- The reference to zoning regulations is inappropriate in a regional plan, which is meant to deal with regional matters.
- As one of the only two regulated municipalities within the region, the Township has the ability to propose farm or zoning bylaws that vary from the Minister's Bylaw Standards, subject to the approval of the Minister of Agriculture.
- Section 46 of the ALC Act requires an OCP and Zoning Bylaw to be consistent with the ALC Act and regulations. This existing section sufficiently addresses the intent of the proposed Metro 2050 policy.
- The proposed policy does not reference the importance of food production, unlike existing Metro 2040 policy.

3. Policy 6.9.1

Draft policy action 6.9.1 reads as follows: "Notwithstanding any other provision in the regional growth strategy, within the area identified on Map 12 as "Rural within the Sewerage Area", which includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's Fraser Sewerage Area, and within the area identified on Map 12 as "Sewerage Extension Areas", regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations."

Policy 6.9.1 in Metro 2040 currently reads as follows: "Notwithstanding any other provision in this Regional Growth Strategy, the area identified on Map 12 as "Rural within the Sewerage Area" includes part of the Salmon River Uplands in the Township of Langley that is contained within the Greater Vancouver Sewerage and Drainage District's (GVS&DD) Fraser Sewerage Area. For the areas identified on Map 12 as "Sewerage Extension Areas" known as North Salmon River Uplands and South Fernridge in the Township of Langley, sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation and normal GVS&DD technical considerations."

There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:

- In draft Metro 2050, regional sewer servicing in the "Rural within the Sewerage Area" (i.e. south Salmon River Uplands) is subject to "the land uses being consistent with the applicable regional land use designation and normal Greater Vancouver Sewerage and Drainage District technical considerations." Under Metro 2040, there are no conditions of regional sewer servicing in this area.
- In draft Metro 2050, the references to North Salmon River Uplands and South Fernridge in Metro 2040 are removed.

The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.

4. Regional Land Use Designations

There are two locations where the regional land use designations shown on draft Metro 2050 maps are not consistent with the land use designations shown on the Township's existing Regional Context Statement map, as described in the table below and shown in Appendix 1.

Location	TOL RCS Designation	Draft Metro 2050 Designation
Fort Langley Airport	Industrial	Agricultural
University District	Urban	Agricultural

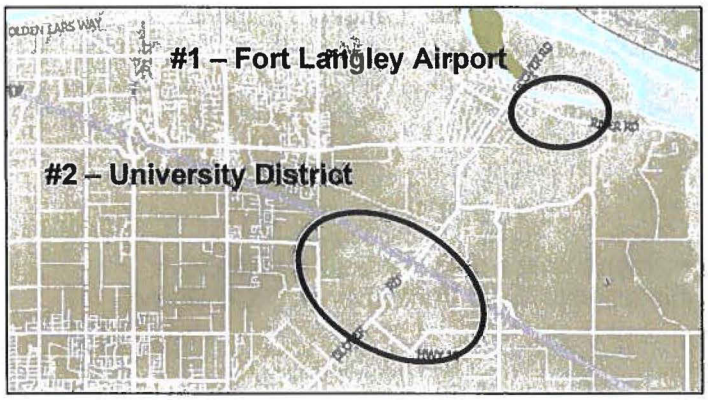
It is recommended that the regional land use designations reflect the land use designations shown on the Township's existing Regional Context Statement map (per the table above).

5. Major Transit Network

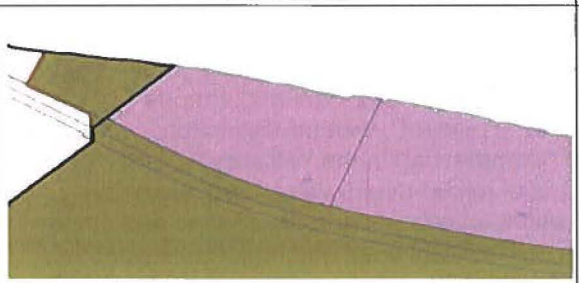
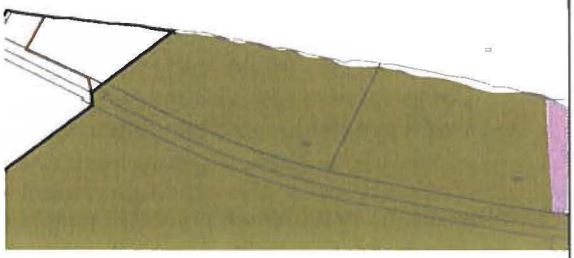
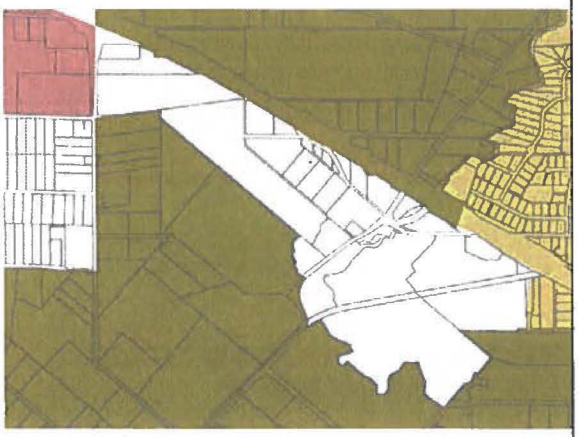
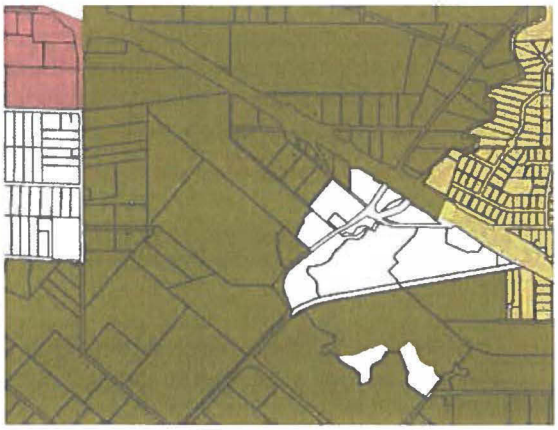
Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban Centres in the region not connected to this network. The Township will continue to work with TransLink on appropriate transit service planning for the Aldergrove Municipal Town Centre and recommends that draft Metro 2050 maps be updated, as required, to reflect the outcome of the Township-TransLink discussions.

Appendix 1 – Land Use Designation Maps

Key Map



TOL RCS and Draft Metro 2050 Land Use Designations

#	TOL RCS	Draft Metro 2050
1		
2		

General Urban
Industrial
Mixed Employment
Agricultural
Rural

THE TOWNSHIP OF LANGLEY

The following is a certified correct copy of a resolution passed by Langley Township Council at its Regular Council Meeting held November 22, 2021:

Draft Metro 2050 Regional Growth Strategy Update
Report 21-120
File CD 6540-04

MOTION
That Council authorize staff to forward the comments on the draft Metro 2050 in the form substantially presented as Attachment B to this report to Metro Vancouver Regional District.
CARRIED

MOTION
That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:

1. Portions of the Williams Neighbourhood Plan (NP) area, located on the northwest corner of 216 Street and 80 Avenue, are not designated as Business Park; but rather various forms of "Commercial" (Subject Lands);
2. The existing Metro Vancouver Regional Growth Strategy (MV 2040) designates both of these areas referenced in 1 above (designated Business Park and various Commercial in the Williams NP) as "Mixed Employment", with no distinction;
3. The areas designated as various forms of "Commercial" in the Williams NP are considered suitable for more intensive forms of mixed-use development, including residential uses, given their prominent location, unique geographic context and close proximity to employment-generating lands, institutional uses and major transportation corridors.

Accordingly, as part of an improved mixed-use development to better respond to the identified regional objectives of climate action, housing supply, walkability, residential proximity to employment, and housing affordability via additional supply, the designation of the Subject Lands provide for additional residential uses as part of mixed use developments within 250m of existing or approved University Districts.
CARRIED

MOTION
That Council ask staff to include the following comment on the Township of Langley comments summary:

That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.
CARRIED

CERTIFIED A CORRECT COPY:

Wendy Bauer, CMC
TOWNSHIP CLERK

Fraser Valley Regional District

CORPORATE REPORT

To: Regional and Corporate Services Committee
Date: 2021-10-14

From: Robin Beukens, Planner II
File No: 6430-25-013

Subject: FVRD Comments - Metro Vancouver Regional Growth Strategy

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RECOMMENDATION

THAT the Fraser Valley Regional District Board receive Metro Vancouver's request for comments on the Draft Metro 2050 plan;

AND THAT the comments provided in this report be forwarded to the Metro Vancouver Board for their consideration.

BACKGROUND

Metro Vancouver is updating its regional growth strategy (RGS) and has invited the FVRD to provide written comments on the draft Metro 2050 by Board resolution before November 26, 2021.

Metro 2050 is an update of Metro Vancouver's current regional growth strategy (Metro 2040) and sets out the region's plan for how it will grow over the next thirty years. As the FVRD is an "affected local government" per s. 436 of the *Local Government Act*, the FVRD Board will be asked to formally accept the plan at a later date.

DISCUSSION

Metro Vancouver and the FVRD are experiencing significant population growth. An additional 1.4 million people are expected to be living in the lower mainland by 2050 compared to 2016 levels. The regions have similar challenges, such as addressing climate change and housing affordability, and opportunities, such as building a new relationship with Indigenous peoples.

Both regions have a constrained land base due to the mountainous terrain, the Agricultural Land Reserve, the Fraser River and, in the case of Metro Vancouver, the presence of the ocean. While the regions are surprisingly independent from one another, the FVRD is affected by how growth is managed in Metro Vancouver and vice versa. Working together allows Metro Vancouver and the FVRD to address areas of mutual interest and ensure that interregional concerns are considered and mitigated as much as possible.

Metro 2050 and Fraser Valley Future 2050

The FVRD is also in the process of updating its regional growth strategy with Fraser Valley Future 2050. The *Local Government Act* establishes the authority for regional districts to develop regional growth strategies 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." Both Metro 2050 and Fraser Valley Future 2050 aim to achieve this, though through different means.

Metro 2050 is more regulatory in nature and is considered a land use plan whereas Fraser Valley Future 2050 is a strategic high-level policy plan that, except for the designation of regional growth boundaries, does not directly regulate land use.

The broad goals are similar between the two regions, but settlement patterns are quite different. Metro Vancouver is significantly more urbanized with many of the member municipalities' urban areas contiguous, flowing across municipal boundaries, for example Burnaby, Vancouver and New Westminster and parts of Delta, Surrey, and Langley. The FVRD's six municipalities have extensive rural and agricultural lands between respective urban cores connected by provincial transportation and critical infrastructure corridors (rail and energy). One of the biggest differences between the two regions is that Metro Vancouver provides regional utility services (liquid waste, solid waste and water) while the FVRD does not.

Metro 2050 - FVRD Participation

FVRD staff have been part of Metro Vancouver's Intergovernmental Advisory Committee (IAC), a group of local, provincial, and Indigenous government representatives that meet to provide advice to help shape the RGS. Concerns raised during IAC and in separate meetings have been taken into account and changes made accordingly. FVRD and Metro Vancouver staff also meet periodically to discuss the RGS updates in Metro Vancouver and the FVRD, ongoing regional planning work, and items of mutual interest.

While FVRD staff have been actively involved in Metro Vancouver's RGS update, this request for comment provides an opportunity for the FVRD to submit any additional comments on the draft plan.

Metro Vancouver 2050

Metro Vancouver's Board Chair, Sav Dhaliwal, and General Manager of Regional Planning and Housing Services, Heather McNell, presented the draft of Metro 2050 at the FVRD's September Board meeting. Metro 2050 is an update of Metro Vancouver's current RGS, Metro 2040. The draft includes the context for regional growth, a summary of challenges and opportunities, Metro 2050 Vision and guiding principles, growth projections, five goals, implementation, and performance monitoring.

The five goals are:

Goal 1: Create a Compact Urban Area

Goal 2: Support a Sustainable Economy
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4: Provide Diverse and Affordable Housing Choices
Goal 5: Support Sustainable Transportation Choices

TransLink is also in the process of developing its Transport 2050 plan, a 30-year transportation strategy for the Metro Vancouver region. TransLink's Vice President of Planning & Policy, Geoff Cross, also presented at the September FVRD Board meeting. Metro Vancouver and TransLink are working closely together to ensure that regional growth and transportation in the region will be aligned. It should be noted that FVRD and staff from several member municipalities have been involved in the Transport 2050 planning process.

Impact of Metro 2050 Goals on the FVRD

The following broadly summarizes Metro Vancouver's RGS goals as they relate to the FVRD in dealing with similar challenges. This summary is not exhaustive and, as with the FVRD growth strategy, the goals are interconnected.

Goal 1: Create a Compact Urban Area

Both Metro Vancouver and the FVRD have constrained land bases. Creating compact urban areas in Metro Vancouver is an efficient use of land and promotes the use of alternative modes of transportation. Creating more housing units and jobs in Metro Vancouver's compact urban areas will help alleviate growth pressure on the FVRD, preserve valuable agricultural, industrial, and ecologically sensitive lands, and alleviate transportation congestion.

The FVRD RGS also promotes the creation of compact communities and the FVRD's member municipalities are actively working towards this goal. This is evidenced by ongoing high-density developments in Abbotsford's core and U-District, a rejuvenating downtown in Chilliwack, and a new waterfront plan underway in the City of Mission.

Goal 2: Support a Sustainable Economy

Both regional districts face shortages of industrial lands. Metro Vancouver has introduced policies that encourage the protection and densification of industrial lands, which will help alleviate pressures on the FVRD's limited supply of industrial land.

The FVRD's recently completed Clean Economy Study has identified that the region is well placed to take advantage of future clean economy opportunities based on existing strengths. As economic development has become a function of Metro Vancouver through its "Regional Prosperity Service", it is important to recognize that economic growth outside Metro Vancouver is critical to reducing the need for adjacent region's residents to commute into Metro Vancouver for work and supporting this region's modern agricultural economy.

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

The Fraser Valley, like Metro Vancouver, is facing challenges related to climate change and has a number of natural hazards throughout the region. FVRD electoral areas and member municipalities are taking steps to effectively manage natural hazards and are working to prepare for the effects of climate change in the future.

Regional growth will put further pressure on the generation of solid waste, and as noted by the Board at the September 23, 2021 meeting, the FVRD would like to see mention of solid waste management in Metro 2050 on how Metro Vancouver intends to manage solid waste as the region grows in the future.

Regional growth in the Lower Mainland is leading to increased outdoor recreation tourism in the FVRD's rural areas, and many visitors are from Metro Vancouver. While tourism is an opportunity, it is at the same time putting increased pressure on the environment and service capacity of rural communities in the FVRD. The FVRD is developing an Outdoor Recreation Management Plan, and previously collaborated with Metro Vancouver on the interregional Experience the Fraser (ETF) project (Canyon to Coast).

The FVRD continues to work towards implementing this project and would like to see the Experience the Fraser (Canyon to Coast) project mentioned in Metro 2050. Policy 3.1.2 only mentions working collaboratively with member jurisdictions to implement the Regional Greenways (and related) plans whereas completing the ETF will require continued collaboration between the two regions.

Goal 4: Provide Diverse and Affordable Housing Choices

The Fraser Valley has seen dramatic increases in house prices over the last five to ten years. With approximately 90% of the Lower Mainland's population living in Metro Vancouver, the Fraser Valley, with its proximity to Metro Vancouver, is greatly affected by high house prices in Metro Vancouver. Over the past several years increasing numbers of people have moved east into the FVRD in search of more affordable homes.

Improving housing affordability is a complex challenge that cannot be tackled by one jurisdiction. While the FVRD and its member municipalities are making efforts to increase housing diversity and provide more affordable housing choices, housing affordability in the FVRD cannot improve unless it also improves in Metro Vancouver.

Goal 5: Support Sustainable Transportation Choices

The promotion of sustainable transportation choices in Metro Vancouver benefit the FVRD in a number of ways. This alleviates transportation congestion for commuters on all modes of

transportation, limits air pollution, and facilitates the interregional and interprovincial movement of goods and people.

The FVRD current and draft RGS also promotes the use of sustainable transportation choices. Beyond just planning, the FVRD introduced the Fraser Valley Express (FVX) in 2015, a regional express bus service connecting communities in the FVRD to each other and to Metro Vancouver. An expansion in 2022 will connect the region directly with SkyTrain at Lougheed Town Centre, further expanding transportation choice. As the region grows, it will be important to further enhance regional transportation infrastructure and services to meet the increasing demand for the movement of both people and goods.

Metro 2050 Policies that Directly Reference the FVRD

While most of the content and policies are focused on areas within Metro Vancouver, some policies directly reference the FVRD. The FVRD is affected by other policies that address how Metro Vancouver will manage future growth, but only the policies that directly mention the FVRD (as the FVRD, an adjacent regional district, or Fraser Valley airshed) are listed below.

Metro 2050 Policies		**FVRD Comment**
1.1.4	Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.	FVRD supports collaboration on interregional transportation connections. There are priority transportation infrastructure projects for the FVRD, such as the announced expansion of Highway 1. Collaboration is needed to support the interregional and interprovincial movement of people and goods.
2.1.8	Advocate that the Fraser Valley Regional District and the Squamish-Lillooet Regional District collaborate with the Metro Vancouver Regional District on shared initiatives related to economy, transportation, and other related matters.	The FVRD is affected by economic and transportation initiatives in Metro Vancouver and supports collaborating on shared initiatives. Healthy economies in adjacent regions will create complete and resilient communities throughout the south coast of British Columbia
3.4.2	Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to: a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro	Constituent member jurisdictions of adjacent regional districts should also be specifically included in this list. The FVRD has been at the forefront of developing criteria for ensuring safe development and avoiding environmental hazards in the FVRD's rural electoral areas, collaborates with municipalities, First

	Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms; b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development; c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies; d) research and promote best practices and develop guidelines to support resilience to the impacts of climate change and natural hazards as it relates to planning and development; e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and f) research and share information related to the impacts of climate change and natural hazards on vulnerable populations, and focus resilience actions on equitable outcomes.	Nations, and others on emergency management, and supports working with Metro Vancouver and senior governments on emergency management.
5.1.9	Advocate for the Province to work with TransLink, adjacent regional districts, and Metro Vancouver in coordinating transportation planning and infrastructure projects in the Lower Mainland.	The FVRD supports the coordination of transportation planning and infrastructure projects in the Lower Mainland.
5.2.9	Seek to minimize negative impacts from within-and-through passenger, goods, and service vehicle movement on the environment and public health within the Lower Fraser Valley Airshed.	As the FVRD is at the end of the Lower Fraser Valley Airshed, it is greatly affected by air quality and supports efforts to minimize negative impacts to air quality. The FVRD remains opposed to waste incineration.
6.7.1	Metro Vancouver will work with the Fraser Valley Regional District, the Squamish-Lillooet Regional District, and the Islands Trust (regarding Bowen, Bowyer, and Passage Islands) to facilitate the compatibility of regional planning and growth management initiatives in	The FVRD supports working with Metro Vancouver to facilitate the compatibility of regional planning between jurisdictions, respecting the differences between each region.

	Metro Vancouver and these neighbouring jurisdictions.	

Legislative Requirement for RGS Referral for Acceptance

Per s. 436 of the *Local Government Act*, as an adjacent regional district the FVRD is an "affected local government" and as such, Metro Vancouver's RGS cannot be adopted without formal acceptance from the FVRD. Acceptance of a regional growth strategy is achieved through a resolution of the Board. It is anticipated that Metro Vancouver's request for acceptance will take place some time in the first half of 2022.

COST

N/A

CONCLUSION

Metro Vancouver has prepared its draft regional growth strategy, *Metro 2050*. The draft was presented to the FVRD Board by Metro Vancouver at its September 23, 2021 meeting with a requests for comments by November 26, 2021.

Per s. 436 of the *Local Government Act*, before the Metro Vancouver RGS can be adopted, the FVRD and other affected local governments will be requested to pass a resolution formally accepting Metro Vancouver's updated regional growth strategy. This request is anticipated to occur in the first half of 2022.

COMMENTS BY:

Alison Stewart, Manager of Strategic Planning: Reviewed and supported

Stacey Barker, Director of Regional Services: Reviewed and supported

Kelly Lownsbrough, Director of Corporate Services: Reviewed and supported.

Jennifer Kinneman, Chief Administrative Officer: Reviewed and supported.

Jonathan X. Coté
Mayor

November 10, 2021

Chair Sav Dhaliwal
Metro Vancouver Board
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Board,

The New Westminster City Council received the referral of the draft update to the Regional Growth Strategy (RGS), Metro 2050, on July 22, 2021.

Council strongly supports the directions taken in this updated strategy to bring the key issues of our region into sharper focus and provide coordinated policy responses. Climate and resiliency, reconciliation, equity, and housing affordability are all issues that member jurisdictions are grappling with as key determinants of livability, health and wellbeing today and into the future. Integrating these issues more deeply into the regional plan, and including regional targets that are measurable, will help ensure we collectively move in the right direction.

We appreciate that following the adoption of an updated RGS, Metro Vancouver's regional planning function will continue to undertake research into how we can make further progress in achieving collective regional goals. The reflection, action and relationship-building that is needed to advance climate, reconciliation and equity extend beyond plan adoption.

Council supports one of the regional plan's most fundamental elements, namely ensuring that growth is accommodated within the Urban Containment Boundary. We would suggest there is a conversation to be had around distributing growth appropriately throughout the region. New Westminster has been consistently growing, and has consistently sought to show leadership in supporting and advancing development proposals that put market and non-market residential growth in the right places. Council encourages Metro Vancouver to consider strengthening the regional plan by reverting back from sub-regional to municipal scale projections for population,

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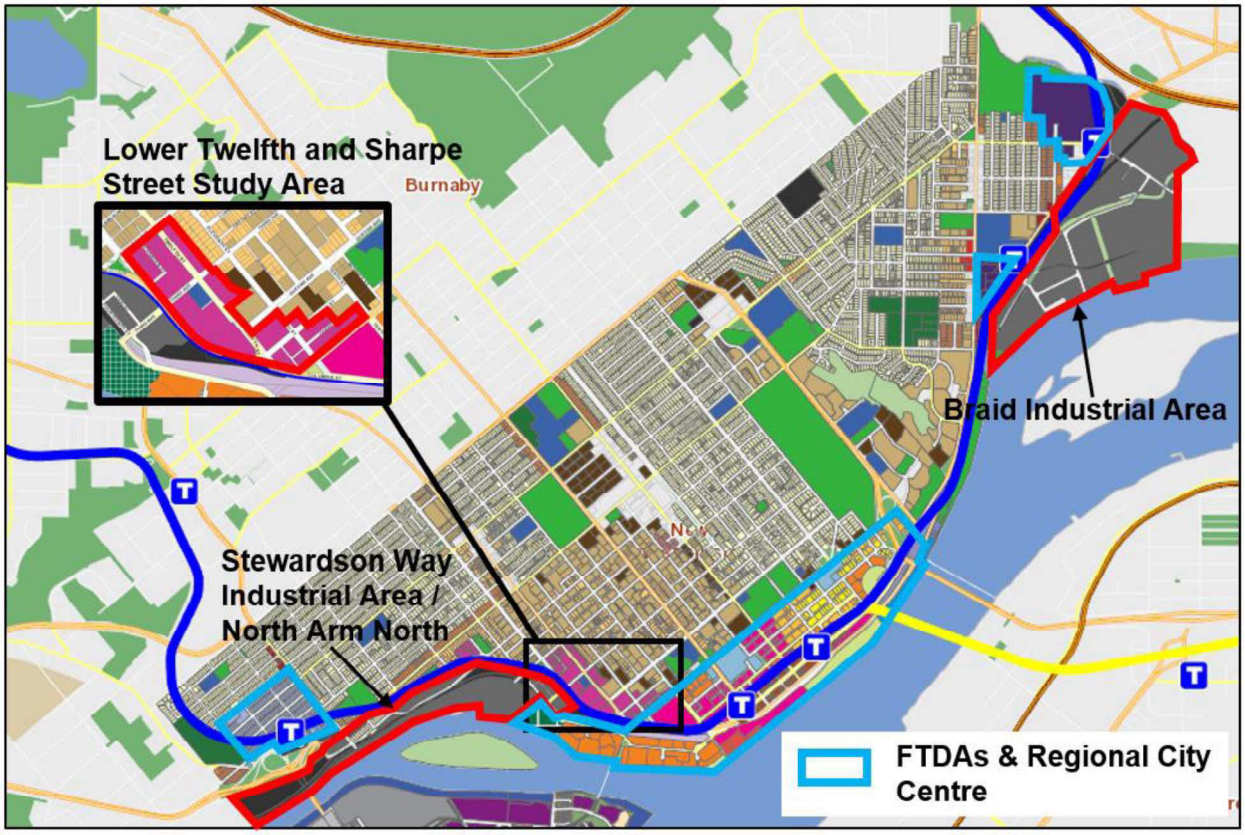
housing and employment. Council also supports identifying these growth estimates as targets in the RGS. We see a role for regional plans to hold municipalities accountable to regional goals.

Council supports the added attention the updated plan gives to housing affordability and diversity, and is supportive of the concept of a region-wide aspirational target for affordable rental housing. We encourage Metro Vancouver to consider refining the regional affordable housing target to better address and support the development of affordable housing in a wide range of contexts, including, for example, in shoulder areas and neighbourhoods with access to transit, services and amenities. Council also supports more focus on finding ways to better achieve affordable housing goals, such as building regional services to support implementation of inclusionary housing policies, build community acceptance of affordable housing proposals, and provide continued regional analysis and innovation around funding transit-oriented affordable housing.

Council supports the draft updated RGS's support for transit-oriented development and for the creation of complete communities. The calls to focus growth in close proximity to frequent transit are consistent with New Westminster's Official Community Plan (OCP). The introduction of TransLink's new Major Transit Network into the RGS is a positive step towards integrating transit and land use planning, and these provide a useful growth organizing framework. We support regional targets for accommodating growth in transit-oriented locations. However, local land use and transportation network context also inform policy decisions around where to specifically focus growth, and the new Major Transit Growth Corridor concept may not capture this nuance.

In New Westminster, for example, the SkyTrain line is part of TransLink's Major Transit Network and is designated in the draft RGS as a Major Transit Growth Corridor. The City has tightly defined Frequent Transit Development Areas at station areas, and the Downtown is designated as a Regional City Centre. Significant growth is directed to these areas in our OCP. However, there are other areas along the corridor that have transit access constraints, are protected for industrial uses by both local and regional policies, or are otherwise not appropriate for significant growth due to topographical considerations or other barriers to development. The Braid industrial area, industrial lands along Stewardson Way, and the Lower Twelfth and Sharpe Street Study Area (where a unique mix of ultra light industrial uses, commercial uses and limited residential uses are anticipated) are examples of areas in close proximity to the SkyTrain line where significant growth would not be appropriate.

OCP Land Use Designations along the SkyTrain line:



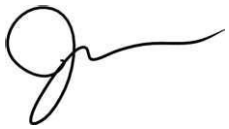
Introducing a growth corridor concept, and mapping these corridors, risks signaling support for transit-oriented development to land speculators and the development community, whereas local and regional policies and plans may not support significant densification of these areas. To help address this risk, Council would support removing the map of Major Transit Growth Corridors from the regional plan, and retaining higher level guidance on focusing growth near the Major Transit Network.

Alongside focusing growth in centres and transit-oriented areas, walking and cycling infrastructure improvements are needed to ensure that getting to transit is as easy, safe, convenient and comfortable as possible. New Westminster has the benefit of being served by several rapid transit stations, and our particular challenge is ensuring that all community members have access to this mode of transportation. Council supports including actions around improving “first and last mile” connections in the regional plan.

Council also encourages Metro Vancouver to ensure the actions proposed for member jurisdictions, especially when it comes to supporting sustainable transportation, are as clear and actionable as possible. There are multiple jurisdictions that influence the way we move, and we wish to ensure that the city and region are set up for success by having clear policy that we are able to implement and advance.

New Westminster remains committed to the productive collaboration that happens at regional tables, and is supportive of advancing the strong regional planning framework that the updated RGS provides. Together we can hold each other accountable and build a region that is as resilient, equitable and livable as possible going forward.

Regards,



Mayor Jonathan Cote

cc. New Westminster City Council
Lisa Spitale, Chief Administrative Officer
Emilie K. Adin, Director of Climate Action, Planning and Development

Your **Cycling** Connection

bikehub.ca

HUB Cycling Feedback: Metro 2050 Draft

November 26, 2021

Metro 2050 Team (regionalplanning@metrovancouver.org)

HUB Cycling is pleased to see this update to the goals and targets of Metro 2040. Land use planning is essential to determine future growth, the types of communities we build, and transportation options and patterns. HUB Cycling fully supports Metro 2050's goal to accommodate new growth through more compact and dense development.These complete communities should have housing, jobs and other amenities all within walking, cycling and rolling distance. A well-planned land development strategy is key to ensuring a variety of transportation options to limit congestion as the region grows.

Our vision for the future is a region designed for people, with compact communities that make walking, cycling, rolling and taking transit easy and convenient. People can move around in a variety of ways, and ever more travel is done by sustainable transportation. Cycling is comfortable, safe and accessible to everyone. Higher density and more compact developments means that jobs and amenities are near where people live, and everyone in the region is close to high-quality, comfortable and direct cycle routes suitable for people of all ages, abilities and socio-economic backgrounds. Longer distance, protected, intuitive cycling routes (cycle highways) connect major destinations with communities, allowing easy access to the region via cycling.

Metro 2050's goals are key to achieving this vision. Land use planning and transportation are intertwined. We need to have compact, mixed-use communities to allow people to move around the region by walking easily, biking, rolling and taking transit. With an estimated 35,000 people moving to Metro Vancouver every year, it's imperative to have a visionary plan like Metro 2050 to guide long-term land use planning.

HUB Cycling is strongly supportive of the draft Metro 2050 plan. We are pleased to see such a well-rounded plan with visionary yet realistic goals. Metro 2050 includes key elements that are needed moving forward, including addressing social equity, reconciliation with Indigenous Peoples, and improving accessibility and mobility.

Feedback

Metro 2050 Guiding Principles

1. Put growth in the right places
2. Protect important lands
3. Develop complete communities
4. Provide mobility, housing, and employment choices
5. Support the efficient provision of infrastructure

Comments:

HUB Cycling is strongly supportive of these guiding principles. It is important to plan for growth in the appropriate spots, build compact communities that encourage active transportation and transit, protect our agricultural and ecologically sensitive lands while providing ample choices for where people live, work and how they move around the region.

Metro 2050 goals

Goal 1 - Create a Compact Urban Area
Goal 2 - Support a Sustainable Economy
Goal 3 - Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4 - Provide Diverse and Affordable Housing Choices
Goal 5 - Support Sustainable Transportation Choices

Comments:

- HUB Cycling is strongly supportive of the five goals that form the basis of Metro 2050
- Care should be taken to align with TransLink's updated Major Bikeway Network of long-distance cycling routes that connect urban centres, allowing multiple options for people to move around (cycling, walking, transit, etc.), especially in the more densely populated areas
- Continued, frequent collaboration between Metro Vancouver and TransLink will help keep the interdependent aspects of land use and transportation complementing one another in our shared goals.
- Complete communities should also include cycling - not just transit and walking. Cycling expands the 15 minute reach nearly fourfold compared to walking in the same time period, expanding access to housing, jobs, and amenities. Cycling especially can connect people to the wider transit network, allowing them to cycle to their connection on the frequent transit network. Physically, economically and socially disadvantaged people need access to walking and cycling for short trips and the ability to use cycling and walking along with transit for longer trips
- Cycling and active transportation should be key pieces to achieve Metro Vancouver's carbon neutrality goal. Walking, cycling, and other forms of active transportation produce zero emissions while providing a range of societal benefits, including heart health, cardiovascular system, lower stress, and lower risk for several diseases, including high blood pressure, hypertension and diabetes. New technologies, such as e-bikes and e-kick scooters, also have very low emissions while providing similar health benefits
- A regional parking strategy is an excellent goal for the region. We need a strong network of alternative ways to move around aside from driving. With wide swaths of land being used to provide parking well below the market rate, this reduces the amount of land available to provide housing to the region and is also a subsidy on driving, which runs contrary to the Metro 2050 goals. A regional parking strategy will help address this and make other modes, such as transit and cycling, more feasible. Metro Vancouver best

leads a parking strategy to provide consistency across the region. Care should be taken to include equity considerations, so some households are not unfairly burdened

- There is a need to future-proof for new and emerging mobility options. Devices such as e-bikes, e-cargo bikes, e-kick scooters and other active transportation options are growing in popularity. Consideration should be given to both accommodate existing and emerging forms of active transportation through land-use policies (such as end-of-trip facilities) and accommodating safe and comfortable long-distance cycling and active transportation networks
- Metro Vancouver's Regional Greenway Network is an important element of this plan and will provide opportunities for people to stay active in their communities. The Greenway Network should work in tandem with TransLink's Major Bikeway Network (MBN) and connect to long-distance cycling facilities as outlined on the MBN

HUB Cycling is pleased to support the draft Metro 2050 plan to build a resilient and equitable future, giving people multiple options in how they live, move and work, while working toward reconciliation and a stronger future together.

Sincerely,

Jeff Leigh
Chair, Regional Advisory Committee
HUB Cycling
hub.rac@bikekhub.ca

About HUB Cycling

HUB Cycling is a charitable not-for-profit organization that has spent over 20 years removing barriers to cycling in Metro Vancouver while cultivating the health, environmental, and economic benefits that active transportation can bring. HUB has educated thousands of people, motivated thousands more, and championed improvements that #UnGapTheMap to create a connected cycling network.

HUB Cycling's mission is to get more people cycling more often. We make cycling better through education, action and events. More cycling means healthier, happier, more connected communities. We're leading the way in making cycling an attractive choice for everyone.

City of Delta
COUNCIL REPORT
Regular Meeting

To: **Mayor and Council** File No.: **P21-04**

From: **Community Planning and Development Department**

Date: **November 10, 2021**

Metro 2050

The following report has been reviewed and endorsed by the City Manager.

- **RECOMMENDATION:**

THAT this report containing the City of Delta's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration.

- **PURPOSE:**

The purpose of this report is to seek Council's endorsement of comments to send to Metro Vancouver on the draft Metro 2050 Regional Growth Strategy.

- **BACKGROUND:**

Metro Vancouver establishes a regional growth strategy as the region's vision for accommodating expected future growth while considering the broad needs of the region in areas like housing, transportation, employment, ecological and agricultural lands, and climate change. In 2019, Metro Vancouver began the process to update the current regional growth strategy, Metro 2040: Shaping our Future with a new plan called Metro 2050 (Attachment 'A').

Metro Vancouver has undertaken a consultation and engagement process to seek feedback on Metro 2050. On September 28, 2021, City of Delta residents were invited to participate in a virtual open house to learn about the plan and ask questions. Other public open houses have been held for residents elsewhere in the region in September and October. The City of Delta promoted public consultation opportunities extensively through social media and Let's Talk Delta on Metro Vancouver's behalf. Since public comments are meant to be provided directly to Metro Vancouver, the City has not received substantive input from the public regarding Metro 2050.

On October 4, 2021, Metro Vancouver representatives appeared as a delegation at the Regular Meeting of Council to provide an overview of Metro 2050 and respond to questions from Council. Following Metro Vancouver's public consultation and engagement with the region's Councils, comments on the draft Metro 2050 plan are due by November 26, 2021.

- **DISCUSSION:**

Metro 2050 includes five guiding principles:

1. Put growth in the right places.
2. Protect important lands.
3. Develop complete communities.
4. Provide mobility, housing, and employment choices.
5. Support the efficient provision of infrastructure.

Metro 2050 is an improvement on Metro 2040 in a variety of areas, particularly related to acknowledgement of the region's First Nations, regional social issues and responses to climate change. Like most of the plan, these issues connect and align well with Delta's own plans and actions that are already underway.

Overall, staff find Metro 2050 to be an appropriate plan for the region, bearing in mind the uniqueness of Delta's geography and demographic makeup. Based on 2016 Census data and current projections, Delta's population is anticipated to increase by approximately 20 percent between 2020 and 2050 from just over 110,000 to approximately 132,000 as shown in the table below.

Delta Growth Projections					
	2016	**2020**	**2030**	**2040**	**2050**
Population	106,380	110,051	116,759	124,646	132,393
Incremental Change	-	3,671	6,708	7,887	7,747
Total Change	-	3,671	10,379	18,266	26,013

Metro 2050 must connect and link appropriately with the many other plans for the region, including TransLink's Transport 2050, the Regional Parks Plan, the Ecological Health Framework, Regional Greenways 2050, the Clean Air Plan, and Climate 2050. It appears to be in line with these plans and generally aligns with the City of Delta's plans as well, although some key gaps and areas for improvement have been identified.

In addition to more detailed comments on Metro 2050's five goals, staff found these three items to be of primary concern:

1. Urban centres and frequent transit development areas:

   Metro 2050 designates areas appropriate for accommodating growth through the provision of additional housing, services, open space and employment. In Delta, there are two such areas identified: an "Urban Centre" designation in Ladner and a "Draft Major Transit Growth Corridor" designation along Scott Road. A further layer of designation, which associates municipal intentions for growth with both Metro's and Translink's plans, is the "Frequent Transit Development Area."

   Delta supports the "Draft Major Transit Growth Corridor" designation and intends to seek designation of Scott Road as a "Frequent Transit Development Area" when it submits its revised Regional Context Statement following adoption of Metro 2050. Delta's planning efforts in the recent past have been to direct growth

towards Scott Road and Translink has designated this as a corridor for the R6 RapidBus so these designations would be in alignment.

It is also recommended that Metro 2050 address the need for wider access to transit, even in those areas which are not included within the "Urban Centre" or "Frequent Transit Development Area" designations. This is especially important in Delta's industrial areas, which are geographically separate from other forms of intensive urban development but which offer significant economic and employment opportunities.

2. Diking and dredging issues:

   Metro 2050 is largely silent on diking and dredging issues, but each of these are very important to Delta and to the region as a whole, from both environmental and economic standpoints. These issues should be given the status they deserve within the Metro 2050 plan and be supported by effective strategies to foster collaboration and advocacy with senior levels of government from a regional perspective, particularly in the context of natural hazards.

3. Housing and land use issues:

   Regional housing and land use considerations always look different depending on which municipality is being examined. Delta, with just one urban centre, no current frequent transit development area, and three distinct and separated communities, is challenged to achieve regional objectives related to population growth and location. Furthermore, with Delta's extensive agricultural land, potential land use conflicts can arise, especially related to trade-oriented lands. These issues could be acknowledged and addressed more clearly in Metro 2050.

Staff have organized more in depth comments on Metro 2050 within the plan's structure of its five goals as follows:

1. **Create a Compact Urban Area:**

   This goal includes strategies to focus regional growth in the urban containment boundary and particularly complete communities with access to housing choices, employment, amenities, and services. Strategies also address the importance of concentrating growth close to transit-oriented centres for environmental and efficiency reasons.

   Given the importance of agricultural lands to Delta and the region as a whole, staff note that the revised definition of agricultural lands in Metro 2050 (Page 20 in Attachment 'A') appears to open possibilities around the use of agricultural land that previously did not exist. In addition, Metro 2050 has removed the emphasis on food production stipulation for agricultural land, which should be carefully considered in the context of the use of agricultural lands for cannabis production and the need for regional food security.

Furthermore, the strategies around trade-oriented lands in Metro 2050 pose potential land use conflicts related to agricultural and environmentally sensitive lands in a municipality like Delta. In January 2021, Council endorsed the "Metro Vancouver Regional Industrial Lands Strategy" which included a commitment to identify trade-oriented lands in appropriate locations following adoption of a definition of this term by Metro Vancouver. Metro 2050 provides a more complete description of "trade-oriented lands" but policy 2.2.9 appears to indicate that municipalities should accommodate senior levels of government rather than engage in a preferred collaboration approach. These issues should be clarified in the next iteration of the plan to ensure that agricultural and environmentally sensitive lands are appropriately protected in a regional context.

Delta will advise Metro that it intends to seek designation of Scott Road as a frequent transit development area with its submission of a revised Regional Context Statement. It is also recommended that Delta ask Metro to give further consideration to designating other parts of Delta as urban centres to recognize the City's objectives for medium and higher density land use in the North Delta Area Plan.

2. Support a Sustainable Economy:

This goal intends to protect and optimize the land base and transportation systems that are required to ensure viability of business sectors. Strategies supporting this goal address regional employment and diverse economic growth and protect industrial, employment, and agricultural lands for the long-term. This goal and its associated policies are important for Delta, which is home to a number of regional economic drivers, including major industrial areas, extensive agricultural lands, major commuting and goods movement transportation networks, and a major port terminal.

Delta's industrial, agricultural, transportation facilities all support a vibrant local and regional economy but there are potential pressure points in the interface between various land uses, which should be addressed in Metro 2050. This includes a need to plan for effective transportation networks that support businesses and their employees.

Metro 2050 should also recognize challenges to the protection of Delta's agricultural and environmentally sensitive lands associated with the anticipated Port expansion. The Vancouver Fraser Port Authority has stated that, if approved, Roberts Bank Terminal 2 will require 1,000 ha (2,500 ac) of developable industrial land close to the terminal for port-related industry.

Municipalities need to have options or strategies through Metro Vancouver to effectively address the pressures and conflicts that can arise with these varied land uses and economic drivers. Such strategies could include regional advocacy with higher orders of government to help balance the needs of major economic drivers with local issues such as the environment and agriculture.

3. Protect the Environment and Respond to Climate Change and Natural Hazards:

This goal recognizes the value of the region's ecosystems in providing essential services for all life. The strategies within this goal support protected conservation and recreation lands as well as other green spaces, which provides opportunities to enhance physical and mental health, supports biodiversity, and increases community resilience. The strategies also address regional greenhouse gas emission reduction targets and the impacts of climate change.

At the October 4, 2021 Regular Meeting, Mayor Harvie highlighted the importance of providing comments on Metro 2050 related to Delta's extensive diking system and the need for a coordinated dredging approach on the lower Fraser River. Staff offers the following comments on these issues:

Delta's flood protection infrastructure protects over $6.5 billion of public and private property and over 9,000 ha (22,000 ac) of agricultural land from flooding. Delta is the hub for connecting Canada to global trade with critical transportation and utility infrastructure located within Delta's floodplain. Delta needs to be prepared to tackle climate change and sea level rise by upgrading and raising the City's dikes, seawalls, and pump stations. The City will require the assistance of senior levels of government to help fund these upgrades which are estimated to cost well over $1.2 billion. Given the regional significance of addressing this natural hazard, Metro 2050 could include strategies supporting advocacy in this area.

The issue of dredging is not mentioned in Metro 2050. This is an oversight since a regional approach to dredging should be included due to its importance to the environment and economy. Delta has requested a regional environmental assessment of the Fraser River/Salish Sea to determine the cumulative impacts of development in the area and to develop a sustainable management plan for the Fraser River estuary. Including this issue in Metro 2050 by advocating for additional support from senior levels of government and designating it an issue of regional importance would give it the prominence it deserves.

In addition to comments related to diking and dredging, staff note the following:

Metro 2050 is informed by the Climate 2050 strategic plan, on which Delta provided input. The strategies related to climate change in Metro 2050 align well with Delta's own plans and strategies, including the Invasive Species Strategy, Urban Forest Strategy, and Birds and Biodiversity Conservation Strategy. In addition, the tree canopy target of 40 percent in Metro 2050 coincides with the City's target of 40 percent canopy coverage in Delta's urban areas.

Many of the updated policies in Metro 2050 around emerging issues like climate change, social equity, resilience, and housing affordability are in line with work that would support Delta's updated goals for climate action, biodiversity conservation, greenhouse gas emissions reduction targets, and the urban forest.

Metro 2050 is also consistent with Delta's goals in the Community Energy and Emissions Plan and will be considered in the upcoming update of that plan.

Metro 2050 includes a goal to increase the area of lands protected for nature from 40 percent to 50 percent of the region's land base by 2050. Currently, Delta lacks comparable ecosystem protection targets to increase protected land by 10 percent and staff will review the potential effect of implementing such a target going forward. However, as the home to the Burns Bog Ecological Conservancy Area covering over 2,300 ha (5,600 ac), a considerable amount of Delta's land is already protected and meeting the Metro 2050 goal for an increase in protected lands may therefore be challenging.

4. Provide Diverse and Affordable Housing Choices:

This goal contemplates suitable housing choices for the region's residents, including a variety of unit types, sizes, tenures, prices, and locations. Strategies focus on increased supply of purpose-built rental housing in proximity to transit and robust tenant protection. The goal also addresses residents experiencing or at risk of homelessness and those with lower incomes or special needs. The draft plan establishes regional targets of 40 percent of dwelling unit growth within urban centres and 28 percent of unit growth within frequent transit development areas.

Delta's planning efforts to meet these targets may not be accommodated solely within these designations. Metro's plan designates only Ladner as an urban centre and Scott Road the only major transit growth corridor. Delta anticipates growth and densification in many other areas of the City outside of these limited designations. Metro is asked to recognize that other areas of the City may also contribute to meeting targets for population growth.

Staff also note the existence of strategy 4.3 'Meet the needs of lower income households and populations experiencing or at risk of homelessness' as a new and important strategy in Metro 2050 compared with Metro 2040. In addition to this strategy, Metro Vancouver could consider specifically referencing inclusive housing as one more way to support the creation of a variety of housing to meet the needs of residents throughout the region.

Aside from these concerns, Delta's existing and forthcoming housing plans meet most of the Metro 2050 requirements for member jurisdictions related to housing. Delta's Housing Needs Assessment and forthcoming Housing Action Plan, which is expected to be completed by the end of 2021, align with Metro 2050. Delta's Regional Context Statement can include any additional policies and actions not already covered by the Housing Action Plan.

5. Support Sustainable Transportation Choices:

This goal supports a range of sustainable transportation choices through consideration of a compact, transit-oriented urban form. Strategies within this

goal drive development that increases opportunities for sustainable modes of transportation and improves air quality, recognizing the essential roles the region's transportation networks play in shaping regional development and the movement of people and goods.

Metro 2050 appropriately links to TransLink's Transport 2050 plan, the development of which Delta has been involved with. This is a positive aspect of Metro 2050 – ensuring the interconnected plans work well together.

While the concept of focusing development in urban centres and frequent transit development areas largely makes sense, the geography of Delta, combined with existing limits to transit service delivery, render this concept challenging at the local level. At minimum, the future R6 RapidBus service along Scott Road should be identified in Metro 2050 so the frequent transit development area that follows could be included in the plan from the outset of the service. it would be appropriate for Delta to advise Metro of its intention to recommend the designation of Scott Road as a "Frequent Transit Development Area" when it presents its updated Regional Context Statement following adoption of Metro 2050.

In addition to Scott Road, Mayor Harvie and Council have been very active in advocating for increased transit service throughout Delta. Although this issue is rightly connected via Metro 2050's coordination with TransLink's 2050 plan, it is worth noting here the importance of transit service to Delta's industrial areas, connections with Delta's lone designated urban centre, and the goal of enhanced service throughout the community.

For some time, Mayor Harvie has also advocated for Highway 99 corridor to become a future green facility. Such a designation could serve as a model for future conceptions of major transportation infrastructure throughout the region, particularly related to appropriate locations for green transportation infrastructure. Metro 2050 also misses noting Highway 17 (South Fraser Perimeter Road) as a major highway on maps within Metro 2050 that show roadways of this designation. This is a major corridor for both goods movement and commuting and as such, it should be included in maps that show the region's major highways.

Finally, Metro 2050 is showing a new regional greenway linking the Metro Vancouver Boundary Bay greenway to River Road West. If this facility is implemented, it would be a great connection for the community and tie in well with Delta's efforts to promote and provide appropriate facilities to support cycling and other active modes of transportation.

In addition to comments on the goals of Metro 2050, staff note that some procedural changes for amending the Regional Growth Strategy are proposed (see Section 6.3.3). These changes would remove the requirement for a Public

Hearing for Type 2 amendments,[1] although these amendments would still require an affirmative two-thirds weighted vote of the Metro Vancouver Board and would have a 45-day period for public comment. Metro 2050 also enhances transparency and public access by contemplating several new opportunities for public input in lieu of a Public Hearing.

Implications:

COVID-19 Implications – The public consultation opportunities coordinated by Metro Vancouver to provide input into Metro 2050 were conducted virtually.

Foundation for the Future Implications – Much of the Metro 2050 plan connects well with all five pillars of the Foundation for the Future as well as the overarching core values.

Financial Implications – There are no financial implications to Delta. Most of the Metro 2050 plan aligns well with existing Delta plans. Future projects and actions related to those plans that include financial implications will be brought forward for Council's consideration.

- **CONCLUSION:**

Overall, Metro 2050 sets out an appropriate plan for the future growth and development of the region. Following the plan's five guiding principles and working through the strategies contained within its five overall goals bears positive promise for both the region and Delta. However, the plan is not without gaps and issues that deserve additional consideration.

Metro 2050 could be improved by addressing some key gaps that directly relate to regionally significant issues in Delta. These include identifying increased baseline transit levels throughout Delta, pre-designating Scott Road as a frequent transit development area, recognizing the regional economic and environmental importance of diking and dredging issues, and reflecting Delta's unique geography, which fosters the protection of significant areas of the natural environment, the protection of agricultural land and the concentration of growth in three distinct urban areas.

Marcy Sangret
Director of Community Planning & Development/Deputy City Manager

Department submission prepared by:

Michael Gomm, Manager of Strategic Initiatives and Susan Elbe, Planner
MG/SE/cd

[1] Type 2 amendments include changes to the urban containment boundary, changes to many land use designations, the addition or deletion of an urban centre, and changes to descriptions of the regional land use designations or strategy actions.

This report has been prepared in consultation with the following listed departments.

Concurring Departments		
Department	Name	Signature
Corporate Services	Mel Cheesman	MC
Engineering	Steven Lan	SL

- **ATTACHMENT:**

A. Draft Metro 2050

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THE CORPORATION OF THE

CITY OF WHITE ROCK

CORPORATE REPORT

DATE: **November 8, 2021**

TO: **Mayor and Council**

FROM: **Greg Newman, Acting Director, Planning and Development Services**

SUBJECT: **Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)**

RECOMMENDATION

THAT Council receive the corporate report, titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)" for consideration, and pass the following resolution:

> "That the report titled Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050) containing the City of White Rock's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration."

EXECUTIVE SUMMARY

City staff have undertaken a review of "Metro 2050," being a growth plan (the "Plan") prepared by Metro Vancouver, the body and corporate entity which provides planning services to the region. Appendix A to this report includes several general comments on the Plan. Staff recommend that these comments be provided to Metro Vancouver along with a formal resolution of Council endorsing the comments. A second resolution will be required once Metro 2050 is adopted by the regional Board of Directors. Once the regional growth plan is adopted, the City of White Rock's Regional Context Statement, located within the Official Community Plan, must be updated; the *Local Government Act* requires that the Regional Context Statement be updated within two years of the adoption of the regional growth plan (Metro 2050).

PREVIOUS COUNCIL DIRECTION

Not Applicable.

INTRODUCTION/BACKGROUND

Metro Vancouver is the political body and corporate entity established under provincial legislation as a 'regional district.' The district itself is made up of 21 municipalities, one Electoral Area and one Treaty First Nation. Metro Vancouver ('Metro') provides regional-scale services to those within its jurisdiction. These services, where not provided locally, include wastewater treatment, solid waste management, and drinking water. Metro also plays a pivotal role in helping to manage urban growth and a regional parks system, provide affordable housing, and regulate air quality. The regional district is governed by a board of directors made up of elected officials from each local authority.

In 2019, Metro Vancouver began a review of its regional growth strategy, titled "Metro Vancouver 2040: Shaping our Future." The strategy establishes a vision for progressively managing growth considering diverse and affordable housing, transit and mobility, resilient employment, healthy ecosystems, secure agricultural lands, the impacts of climate change and other matters. The updated (draft) regional growth strategy, titled "Metro 2050" was released for comments in June, 2021. The strategy is largely structured around five key goals including:

1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment and Respond to Climate Change and Natural Hazards
4. Provide Diverse and Affordable Housing Choices
5. Support Sustainable Transportation Choices

On October 4, 2021, Metro hosted a digital open house to enable White Rock residents to learn more about Metro 2050 and to ask questions of Metro staff. Following the open house, Metro staff attended a meeting of Council to present the regional growth strategy. Over the past month, City staff have been reviewing Metro 2050 to identify topics and policy directives that may affect land use and development activities in White Rock. Appendix A to this report identifies specific policies within the draft strategy that staff believe to be of particular interest to White Rock. Where a policy is identified, staff have offered commentary for Council's endorsement, or revision. This report recommends that the commentary provided herein be circulated to Metro Vancouver's Board of Directors for consideration. The deadline for providing comments on the draft regional growth plan is November 26, 2021.

FINANCIAL IMPLICATIONS

Not Applicable.

LEGAL IMPLICATIONS

Part 13 of the *Local Government Act* establishes the legal framework for the preparation, scope (contents), and implementation of "regional growth strategies." The Act requires that affected local governments accept the regional growth strategy by way of a resolution. Currently, Metro Vancouver is seeking comments on the draft strategy by way of Council resolution. A subsequent resolution providing support for the final draft of the strategy will be sought later. While there are no immediate legal implications as it relates to commenting on the draft strategy, the City will eventually be required to update the "Regional Context Statement," included in its Official Community Plan (OCP) once Metro 2050 is adopted. Note that Section 446 of the *Local Government Act* requires that municipalities update their regional context statement, through OCP amendment, within two years of the adoption of the regional strategy.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

The regional growth strategy is being prepared by Metro Vancouver. Over the past two years Metro has undertaken a series of community engagement events to solicit feedback on draft versions of Metro 2050. The project webpage for this undertaking (Metro 2050) includes a detailed breakdown of the engagement work undertaken.

INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS

Not Applicable.

CLIMATE CHANGE IMPLICATIONS

Strategy 3.4 within Metro 2050 includes a series of policy directives aimed at combating the causes of, and impacts resulting from, climate change. Staff believe that Metro Vancouver will serve as an important resource in assisting local governments with the evaluation of natural hazards that may become more prevalent due to climate change (e.g., sea level rise, slope instability, etc.). Furthermore, the strategies within Metro 2050 recognize the role that the region can play in advocating to the province and federal governments for improved legislation and guidelines that will aid in matters such as flood hazard management, improved building codes and standards, modernized emergency preparedness, and funding to assist local governments in planning for climate change impacts.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

There are several strategies and policy directives within Metro 2050 that encourage an increase to the overall tree canopy within the region. While staff support such directives, consideration should be given to the unique composition of each local government as the capacity to support increases to the canopy are partly dependent on the availability of lands to support tree planting. It may be unrealistic to think that White Rock, for example, will be able to increase the proportion of its tree canopy to the same degree as less urban jurisdictions such as the Township of Langley and Electoral District A. Staff do believe, however, that there is merit to setting regional-level goals for tree canopy increase.

ALIGNMENT WITH STRATEGIC PRIORITIES

The over-arching objectives of Metro 2050 are aligned with many of Council's strategic priorities and efforts to provide White Rock citizens with a high quality of life. These include policy directives focused on nurturing the environment, efforts to protect humans from natural hazards, measures to promote transit use, and initiatives to help address climate change. Throughout Metro 2050, the regional district also recognizes the role they can play in advocating to higher levels of government for supports, particularly as they relate to legislative controls, funding, and technical resources. Council may wish to leverage these supports due to resourcing limitations inevitable in a smaller jurisdiction.

OPTIONS / RISKS / ALTERNATIVES

The following alternate options are available to Council:

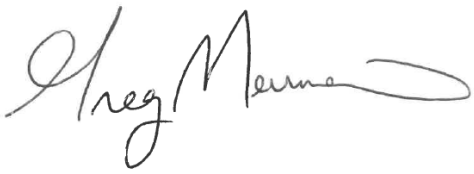
1. Direct staff to modify the comments in Appendix A prior to sending comments to Metro.
2. Direct staff not to provide comments on the regional growth plan.

CONCLUSION

City staff have undertaken a review of Metro 2050, being the growth plan for the region. The comments presented in Appendix A recognize several policies of the Plan which relate to local, White Rock interest. Overall, staff believe Metro 2050 to be a well-established plan for the

region and recommend that Council provide a resolution offering the comments as presented in this corporate report.

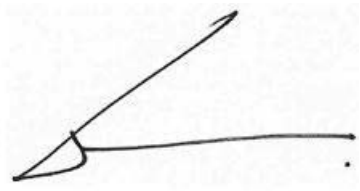
Respectfully submitted,



Greg Newman, MCIP, RPP
Acting Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendation of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

Appendix A: Comments on Regional Growth Plan "Metro 2050"

	Policy / Section Reference	Comments
1	**[Metro Vancouver will:]** **1.1.4** Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced. **1.2.2** Work with member jurisdictions, TransLink, other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors. **[TransLink will:]** **1.2.26** Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.	The City of White Rock encourages Metro Vancouver to explore opportunities to enhance interregional transportation through improved public transit service and the use of established railway networks. Over the long term there may be merit in exploring the feasibility of defining a Frequent Transit Development Area along North Bluff Road (16 Avenue), between Johnston Road (151 Street) and Stayte Road (160 Avenue), as this arterial roadway serves access to the Peach Arch Hospital and is positioned between areas of planned growth in the City of Surrey and White Rock.
2	**[Metro Vancouver will:]** **1.1.5** Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains. **1.2.23** Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution. **3.2.3** Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to: **b)** identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);	The City encourages Metro Vancouver to undertake / lead technical studies which evaluate the potential for risks arising as a result of climate change. Portions of the City of White Rock are recognized as being at risk of flooding. Sea level rise has the potential to place additional lands at risk of natural hazards. Small municipalities do not have the depth of resources necessary to advance technical studies of these potential hazards and therefore look to the region for leadership / support. Re: Policy 1.2.23, White Rock encourages the region to advocate towards the definition of land use standards and guidelines which will help protect

	Policy / Section Reference	Comments
	3.4.2 Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to: **a)** collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;	public interests, particularly as they relate to land use along railway corridors.
3	**1.3.2** Provide technical advice, assistance, research, and data to member jurisdictions and other agencies to improve air quality, reduce greenhouse gases, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.	White Rock supports the role of the region in providing supports to local government regarding technical matters for which in-house expertise may be limited.
4	**3.2.1** Implement the strategies and actions of the regional growth strategy that contribute to regional targets to: **b)** increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050. **3.2.7** Adopt Regional Context Statements that: **a)** identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;	White Rock supports opportunities to enhance the tree canopy. Metro 2050 should, however, acknowledge the limited capacity of some local governments to realize the targets established in light of contextual (compositional) factors. White Rock, for example, is a small, densely developed municipality with limited undeveloped green spaces. The ability to enable increased density while supporting canopy enhancement can be challenging. It is understood the regional plan is establishing targets which will be monitored over time.
5	**[Member jurisdictions will:]** **3.3.7** Adopt Regional Context Statements that: **a)** identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year	This policy does not provide clear enough direction. Is the region looking for policies which, for example, broadly support lessened reliance on private automobile use and more energy efficient building design, or is the

	Policy / Section Reference	Comments
	2030 and achieving a carbon neutral region by the year 2050;	policy seeking local directives which enable a quantified measure of GHG reduction? If the expectation is the latter White Rock would look for greater clarity to be incorporated into the policy.
6	**[Metro Vancouver will:]** **4.1.6** Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments. **4.2.6** Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.	White Rock is strongly supportive of efforts by the region to advocate for funding and other interventions which will aid in the execution of local affordable housing strategies and measures that protect the affordability of housing, and the depth of housing options, for all current and future residents.

CERTIFIED RESOLUTION

The City of White Rock Council at the November 8, 2021 Regular Council meeting adopted the following resolution:

Motion Number: 2021-433 It was MOVED and SECONDED

THAT Council receive the corporate report, titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)" for consideration, and pass the following resolution:

"That the report titled Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050) containing the City of White Rock's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration."

Absent (1): Councillor Fathers
Motion CARRIED (6 to 0)

Tracey Arthur, Director of Corporate Administration
November 17, 2021

City Clerk's Office
P: 604.541.2212 | F: 604.541.9348
City of White Rock
15322 Buena Vista Avenue, White Rock BC, Canada V4B 1Y6

WHITE ROCK
My City by the Sea!
www.whiterockcity.ca

6.2.e REVIEW OF METRO VANCOUVER'S DRAFT REGIONAL GROWTH PLAN (METRO 2050)

Corporate report dated November 8, 2021 from the Acting Director of Planning and Development Services titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)".

The Acting Director of Planning and Development Services summarized staff's comments which will be provided to the Regional Growth Plan for Metro 2050.

Council noted the following additional points for consideration:

Item 1:

- North Bluff is considered to be a high traffic area, also noting that that is an area with more affordable housing.
- It was suggested that staff reach out to Surrey on their response to this item, as there are some similar priorities between both municipalities (rapid bus system, for example).

Item 2:

- 1.1.5 - Council would like to see a comment go back to Metro Vancouver - not just for climate change but also for environmental challenges. Actions in Surrey and Langley have a potential impact on White Rock's aquifer.
- Slope stability could be considered in this section as well (staff noted this is currently addressed through the natural hazards section).
- The City's aquifer is important for this community and should be included.
- Future development of the South Campbell industrial area and the effect this will have on Little Campbell River, and the respect and support of the Semiahmoo First Nation was discussed. Little Campbell Rive is essential, not just for the Semiahmoo First Nation but also for the City of White Rock.

Item 3:

Draft / Unapproved

- No comments.
- Item 4:
- The Tree canopy cover target may be unrealistic for some smaller municipalities with fewer trees/ tree planting options. This is something that should be monitored over time.
- The strategy could highlight adding trees onto slopes to address concerns with landslides (sliding into the ocean and/or train tracks).
- Item 5:
- Measurables for greenhouse gas reduction (GHG) and how this would be implemented need to be made clearer, and need to make sense for this community.
- Item 6:
- White Rock Council is very supportive of this goal (affordable housing).

Motion Number: 2021-433 It was MOVED and SECONDED

THAT Council receive the corporate report, titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)" for consideration, and pass the following resolution:

"That the report titled Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050) containing the City of White Rock's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration."

Absent (1): Councillor Fathers

Motion CARRIED (6 to 0)

Draft/Unapproved

THE UNIVERSITY OF BRITISH COLUMBIA

Campus and Community Planning
2210 West Mall,
Vancouver, BC, Canada V6T 1Z4

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Fax 604 822 6119
Email info.planning@ubc.ca
www.planning.ubc.ca

November 18, 2021

Jerry W. Dobrovolny
Commissioner/Chief Administrative Officer
Metro Vancouver Regional District
4730 Kingsway
Burnaby BC V5H 0C6

Re: Draft *Metro 2050*: Referral for Comment
SENT BY EMAIL (chris.plagnol@metrovancouver.org)

Dear Mr. Dobrovolny:

In response to your request, this letter provides the University of British Columbia's comments on the draft *Metro 2050*, an update to Metro Vancouver Regional District's Regional Growth Strategy. Thank you for engaging UBC in the development and review of *Metro 2050*, and for the opportunity to comment on the draft document.

UBC and Metro Vancouver share a strong, collaborative relationship, as reflected in our 2015 Memorandum of Understanding. That collaboration extends to UBC's strong support for *Metro 2050's* vision, goals and principles. The University and its community are pleased to see a continuation of important policy directions from previous Regional Growth Strategies to create compact, affordable communities connected with high quality transit.

In addition to this general support for *Metro 2050,* UBC also has a number of specific comments below for Metro Vancouver to address in the final draft. These comments reflect UBC's unique role as a major regional destination, employer, housing provider, and landowner and regulator.

Metro 2050 comes at an important time for UBC's growing campus community. In early 2022, the University is launching its own comprehensive land use planning process, Campus Vision 2050. The process will update UBC's land use policies to shape the campus over the next 30 years, ensuring the University uses its land wisely to meet multiple interests, including: academic growth, Indigenous reconciliation, climate action, housing affordability, livability, community services and amenities, transportation connectivity, and UBC's place in the broader region. These interests align closely with direction in *Metro 2050*. UBC looks forward to collaborating with Metro Vancouver staff on the Campus Vision 2050 process.

Specific UBC Comments on Metro 2050

- Member Jurisdictions

  *Met*ro 2050 refers to 'Member Jurisdictions' throughout the document. UBC is located in Electoral Area A and is not a member jurisdiction of Metro Vancouver. However, the University has unique land use planning regulatory powers under the *Municipalities Enabling and Validating Act Part 10-2010*. This legislation requires that UBC's Land Use Plan describes how its policies work towards the purpose and goals of Metro Vancouver's Regional Growth Strategy.

- Major Transit Growth Corridors

  UBC supports introduction of Major Transit Growth Corridors as areas to support regionally-significant levels of transit-oriented growth, and notes *Metro 2050* continues to recognize the University's Point Grey campus as a Frequent Transit Development Area. This is consistent with UBC's role in the region and the University's land use planning goals.

  In reviewing *Metro 2050*, UBC noted an inconsistency between the criteria for FTDA classifications in Table 3 (1,000 metres from a Major Transit Growth Corridor) and Table 4 (between 800-1,200 metres).

- Urban Centre and FTDA Reclassification Type Framework

  UBC supports introduction of new objective criteria for urban centre and FTDA classification. The University is interested in ensuring the new population + employment density measures also reflect student population. UBC has 55,000+ students on campus. Some 15,000 live on-campus in institutional student housing and UBC's campus neighbourhoods. The remainder travel back and forth from their home municipalities. These students should be treated the same as employees in terms of regional service delivery and transit planning. Capturing them in measures to evaluate the on-campus population would also allow UBC to explore reclassification to a Municipal Town Centre or High-Growth Municipal Centre under *Metro 2050*, reflecting the University's significant role as a regional destination, employer, and housing provider.

- Affordable Housing Target

  Housing affordability is a crucial issue for Metro Vancouver and UBC. *Metro 2050* introduces a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and FTDAs (Policy 4.2.3). UBC supports regional affordability objectives. The University, through its Housing Action Plan, is committed to expanding on-campus student rental housing, as well as non-market rental housing for UBC faculty/staff (with rents approximately 25% below market value) which takes pressure off Metro Vancouver members' housing markets. UBC currently has nearly 13,000 student housing beds and more than 2,100 purpose-built neighbourhood rental units, 841 of which are discounted faculty/staff rental.

  Through engagement with the *Metro 2050* process, many local governments raised questions about the proposed 15% affordable rental housing target. It is not clear whether the target is informed by financial or land use planning analysis to show it is achievable. It also is not clear how "affordable rental" is being defined, and what the current proportion is within Urban Centres and FTDAs. UBC shares an interest with local governments in answers to these questions before *Metro 2050* commits to a specific target. In addition, under the current Policy 4.2.3 wording, it is not clear if the University's student and faculty/staff housing would contribute to the 15% affordable rental housing target.

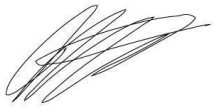
- Regional Context Statements

  Policy 6.2.1: All member jurisdictions are required to submit updated Regional Context Statements to the Metro Vancouver Regional District Board within two years of *Metro 2050*'s adoption. As noted above, UBC is not a member jurisdiction. Provincial regulations require UBC to submit an updated Regional Context Statement to Metro Vancouver for

comment upon the submission of a UBC Land Use Plan amendment to the Minister of Municipal Affairs for approval. UBC's upcoming Campus Vision 2050 process will likely result in amendments to the University's Land Use Plan. If so, UBC would amend its Regional Context Statement at the same time.

I want to reiterate UBC's broad support for the land use planning and policy directions in *Metro 2050.* Thank you again for your collaboration with UBC and the opportunity to comment.

Sincerely,



Michael White
Associate Vice President, Campus and Community Planning
The University of British Columbia

CC: Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Sean Galloway, Director, Regional Planning, Metro Vancouver
Jen McCutcheon, Electoral Area A Director, Metro Vancouver

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November 26, 2021

James Stiver, MAES, RPP, MCIP
Manager, Growth Management & Transportation
Regional Planning & Housing Services Department
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Mr. Stiver:

I would like to thank you and your colleague, Erin Rennie, for participating in our October 26, 2021 webinar regarding *Metro 2050* and *Transport 2050*. The Urban Development Institute – Pacific Region (UDI) was pleased to have representatives from both our regional organizations discuss their 2050 strategies.

UDI recognizes that the *Metro 2050 Regional Growth Strategy* (*RGS*) is a minor update to the *Metro Vancouver 2040: Shaping Our Future RGS*. As you noted in your presentation the amending formulas and Regional Land Use Designations map are not changing at this time. We also understand that the requirements of local governments regarding their Regional Context Statements have not changed. Even though this is a minor update, we outline below many of the issues in *Metro 2050* that UDI supports as well as several recommendations for Metro Vancouver and its local jurisdictions as the *Strategy* moves forward.

Linking Land Use and Transportation

From our perspective, the most important policy approach in both *Metro 2050* and *Transport 2050* is the linking of land use planning and transportation infrastructure in our Region. As you know, UDI has long advocated for this, and it is clear from both documents and your presentations that it is a priority for Metro Vancouver and TransLink. As noted in Metro 2050, "*The regional growth strategy and regional transportation plan must support each plan's policy frameworks to be successful*."

Linking land use and transportation will not only ensure that our investments in transit are fully leveraged and help Metro Vancouver achieve its affordable housing goals, it will also substantially reduce Greenhouse Gas (GHG) emissions. As noted in the recently released report, *CleanBC: Roadmap to 2030*, "… *municipalities and regional districts have the capacity to influence about 50% of our GHG emissions through decisions on land use, transportation and infrastructure that affect where people live and work, how they get around, and how their communities grow and change with time*." We are pleased that this is acknowledged in *Metro 2050* on page 1:

"*The regional growth strategy helps improve air quality and reduce greenhouse gas emissions, as called for in the Clean Air Plan and Climate 2050, by encouraging growth patterns that facilitate energy efficient built form and travel patterns*."

Population Projections & the Need for Targets

Metro Vancouver is estimating that the region will grow by 35,000 per year until 2050. This may be underestimating the anticipated growth of the Region. Even though immigration fell dramatically during the COVID-19 pandemic, the Federal government is targeting over 400,000 immigrants per year. This is substantially more than the 341,000 immigrants that came to the country in 2019 and the 321,000 that came in 2018, and these were record years. The only other time Canada brought in more than 300,000 immigrants per year was between 1911 and 1913. Immigration is an important component of the growth in our region as over 11% of immigrants to Canada come here.

The *Expert Panel on the Future of Housing Supply and Affordability* has a much higher forecast for household growth. They anticipate that the number of homes we need to build is 27,438 per year between 2021 and 2026, while Metro's forecast is an average of just over 21,000 new homes per year over the next decade. In addition to household growth projections, the Panel looked at demolitions/conversions as well as including an affordability adjustment and vacancy allowance in their estimates.

UDI recommends Metro Vancouver review the work of the Panel to determine if the growth projections in *Metro 2050* need to be reassessed.

We are disappointed that only growth projections, as opposed to targets, will be in *Metro 2050* when it is approved. In fact, unlike the *Metro 2040 RGS*, the growth projections only go to the sub-regional level – not municipality by municipality. This will make it more difficult to ensure that local governments provide the new housing needed in our region. As the Homebuilders Association of Vancouver has identified only a few municipalities are achieving the growth projections they agreed to under the current *RGS*.

UDI recommends that soon after the new *RGS* is approved, Metro Vancouver, and its member jurisdictions work with the Province to develop housing targets for each jurisdiction. This would strengthen Strategy 1.2.24 in which member jurisdictions "*Provide dwelling unit and employment projections that indicate the member jurisdictions share of planned growth* …".

UDI is pleased that Metro Vancouver is considering using the sub-regional projections to "*establish a baseline in setting future growth targets for the Urban Centres and Frequent Transit Development Areas within sub-regions*," and monitoring "… *progress towards the targets* …". It is the areas near transit that need targets the most. Currently, only Vancouver (for the Metropolitan Core) and Surrey (for its Metro Core) have growth targets tied to local governments on Table 2.However, **we recommend that targets be established for each Urban Centre and Frequent Transit Development Area (FTDA) within 800 metres around each transit station.** Ideally, this would be an outcome of Strategy 1.2.24, as member jurisdictions will have to provide projections for their share of the regional growth of Urban Centres, FTDAs and Major Transit Growth Corridors. This would make local governments more accountable for the growth near transit infrastructure in their communities.

UDI is supportive of the Vision of *Metro 2050* and the five Guiding Regional Planning Principles:

1. "*Put growth in the right places;*
2. *Protect important lands;*
3. *Develop complete communities;*
4. *Provide mobility, housing, and employment choices; and*
5. *Support the efficient provision of infrastructure*."

We also have several recommendations related to the goals and strategies outlined in the draft *RGS*.

Goal 1: Create a Compact Urban Area

UDI is generally supportive of this goal. Our membership are world leaders in building complete, Transit Oriented Communities. As such, we are pleased that the draft *RGS* would focus much of the future growth in the Region to Urban Centres and the FTDAs that are compact, walkable, vibrant and mixed-use urban forms, so they will be "… *more land and energy efficient* ….". The Urban Centres and FTDAs will accommodate more than two-thirds the new homes and three-quarters of the employment growth in Metro Vancouver over the next 30 years. This is the ideal way to link land use planning and transportation investments.

Metro Vancouver wants to "… *prioritize growth and focus higher density development primarily in Urban Centres* …," with 40% of new homes and half of the employment growth occurring in the Centres. In fact, financial tools and incentives are contemplated to support "… *major commercial, office, retail, and institutional development in Urban Centres*." However, there are some Urban Centres that are not connected to the SkyTrain system, and many transit stations that are not considered to be Urban Centres. **UDI recommends that Metro Vancouver consider supporting more development, including major commercial spaces, in FTDAs that have transit stations.**

There are several areas along TransLink's Major Transit Network (MTN) that are neither FTDAs nor Urban Centres. This includes 35-year-old SkyTrain stations which continue to have low density uses adjacent to them. With the investments made by taxpayers in the region's mass transit system, these areas should also be the focus of growth over the next 30 years. **We recommend that Metro Vancouver, TransLink and local governments ensure that the Urban Centres and FTDAs align as much as possible with the MTN.** With the positive addition of Corridor FTDAs for bus-rapid transit lines in *Metro 2050*, it will also be important that these align with TransLink's RapidBus lines.

UDI is not opposed to Metro Vancouver retaining the current boundaries of the Urban Containment Boundary (UCB) at this time "… *to protect important lands such as Conservation and Recreation, Agricultural and Rural lands* …". However, there needs to be a recognition that the region is running out of greenfield land within the UCB. The new *RGS* will mandate that 98% of future growth in Metro Vancouver has to be accommodated within the Urban Containment Boundary - which is under 91,000 Ha - and only 5% of that area, 4,800 Ha, is classified as vacant or greenfield.

It is very likely that by the next update of the *RGS*, we will need to address this shortage of land. In the meantime, it is even more critical that we use the limited land resources that we have. This is why we recommend there be targets. The vast majority of the development in Metro Vancouver over the next 30 years will be adding density and new growth to infill areas – where people are already living and working. As we have stated in the past, it has always been easier under the *RGS* to freeze or protect lands from development than it is to ensure that new homes and office spaces are allowed to be built where growth should occur – in compact areas near transit.

Goal 2: Support a Sustainable Economy

UDI is supportive of the proposed policy to allow affordable and rental housing on Employment Lands "… *within in 200 metres of a rapid transit station … located within Urban Centres or Frequent Transit Development Areas* …". This would not only add needed affordable homes, but would also improve the vibrancy of these areas because of the mixing of uses. These areas would become ideal for high tech industries, because employees of these firms desire to work in areas that offer diverse amenities. The new policy would allow many areas that are currently "office parks" near transit to become lively and attractive for companies and their employees.

We recommend that Metro consider extending the boundary from 200 metres to at least 400 metres. This would be more in line with the boundaries of Transit Oriented Communities, which range between 400 metres and 800 metres from transit stations. We note that Major Transit Growth Corridors, where Metro Vancouver wants to direct growth near transit, "… *extend approximately 1 kilometre from the roadway centreline in both directions*.". Increasing the boundary to 400 metres would further increase the new affordable homes that could be built near transit.

Under the proposed policy, housing has to be built above the office or light industrial space. **UDI recommends that the policy be more flexible, especially for larger sites, to allow light industrial/office and the residential uses to be built in separate buildings. To ensure that the light industrial/office remain the primary use, Metro Vancouver could require these uses to be built first.** This would offer the ability for some proponents who own larger sites to build separate commercial/light industrial buildings from residential homes.

UDI supports directing new non-residential major trip-generating uses, such as business parks, large format entertainment venues and malls to Urban Centres and FTDAs to encourage transit and active transportation while reducing GHGs. We are also pleased that "… *density bonus provisions to encourage office development, variable development cost charges, and/or other incentives; and financial tools and other incentives* …," are being considered to support this policy. These are positive approaches that we recommend local governments consider.

We are concerned about "… *zoning that reserves land for office uses* …," for the same reasons we support the 200-metre policy above. The Region needs more vibrant office areas to attract employers and employees. **If office reserves are adopted by some local governments, UDI recommends that they adopt a similar approach that Vancouver used when it eliminated residential uses in the Central Business District (CBD); increasing the density allowed on sites to offset the removal of residential uses.**

UDI is not opposed to avoiding new Major Trip-Generating uses being placed outside of Urban Centres and FTDAs. However, **we encourage Metro Vancouver and its member jurisdictions to be flexible in implementing the policy, and recommend that it not result in down-zonings.**

Due to the rapidly changing nature of employment uses due to technology, **UDI recommends that Metro Vancouver and its member jurisdictions be flexible with regard to the definition of industrial uses in the *RGS* and *Regional Context Statements*. The region is becoming a centre for artificial Intelligence, information technology, communication services, health sciences (e.g., vaccine research/production), digital, film and other high-growth industrial sectors, and any definition needs to include these uses.**

The most substantial change to industrial lands is the concept of designating trade-oriented industrial lands and restricting their sub-division and stratification. Our concern with this approach is that it may reduce the flexibility of what builders can provide businesses on their industrial lands. As noted above, we

need broader definitions of industrial to accommodate high-growth industrial sectors that are coming to Metro Vancouver. We are also concerned that some sites may be down-zoned. **UDI's recommendation is that if trade-oriented lands are implemented, they only be designated when new industrial land is created.**

We are also concerned about the trade-oriented designation due to the rapidly evolving warehousing and distribution uses as companies incorporate quickly growing technologies such as AI. The result is that warehouses being designed today may soon become obsolete, some within the next decade. We encourage Metro Vancouver to ensure adequate flexibility in their policies to accommodate this dynamic sector.

Given our limited land supply, we are pleased that Metro Vancouver is seeking to densify and intensify industrial sites and has provided several recommendations to local governments to accomplish this**. Pre-zoning for taller buildings with more clear height will also allow more efficient use of warehouse racking systems.**

One obstacle to this policy is property taxes. If sites are zoned with increased density, their value, and therefore, property taxes can increase. There is a concern that BC Assessment may overestimate the likeliness of a site densifying/intensifying and underestimate the costs of doing so. As such, we are pleased with Strategy 2.2.2: "*Work with the Province, member jurisdictions, and other agencies to investigate industrial taxation rates and policies that support industrial development, efficient use of Industrial land, and industrial densification*."

Another potential approach to encourage densification/intensification is allowing office space for additional tenants to be built above multi-floor industrial buildings. UDI recommends that Metro Vancouver ensure that policies to buffer industrial areas do not inadvertently undermine any efforts to densify/intensify sites.

In terms of "… *appropriate and related accessory uses* …," for industrial lands, we would like clarification that this would include food and beverage businesses and would allow industrial users to sell their products (e.g., a furniture manufacturer being able to sell their furniture on site). We also need to ensure that companies can operate offices adjacent to their production, warehousing, distribution, and research facilities.

UDI supports Metro Vancouver's efforts to work with senior governments on "*fiscal measures to reinforce the attraction of investment and employment opportunities to Urban Centres, Frequent Transit Development Areas, and lands with an Industrial or Employment regional land use designation* …". This is a positive approach that does not restrict opportunities on sites.

Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

UDI is supportive of this goal and generally supportive of the strategies under it – especially Strategy 3.3: "*Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions* …". This would again ensure that transportation and land use planning are linked to encourage the building of more transit oriented, compact and mixed-use communities.

This Goal includes numerous strategies that will limit development in certain areas. Under Strategy 3.2.1., there would be an increase in *"… the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050*." Local governments are also being asked to develop policies that "*support the protection, enhancement, and restoration of ecosystems through measures such as land acquisition, density bonusing, development permit requirements, subdivision design, conservation covenants, land*

trusts, and tax exemptions.". Buffering is also being considered to further protect these important lands. Under Strategy 3.4.5, development is to be discouraged "… *in current and future hazardous areas* …".

UDI is supportive of these policies. However, if they are implemented, the need to have housing and job space targets in the areas of Metro Vancouver where growth can occur will become even more essential, considering the limited land supply within the region. **It is critical that steps be taken to mitigate any reduction in zoned capacity that may occur with the implementation of these policies. This does not have to be financial compensation. Density could be moved within sites or between sites.**

Under Strategy 3.3.7, local governments are asked to identify policies that encourage building electrification, solar panels, and geoexchange systems as well as reduce embodied carbon. UDI has been a long supporter of sustainable development practices. We were one of the original organizations that developed the *BC Energy Step Code*. Local governments need to be careful in developing these types of green building policies. There are industry capacity issues that need to be considered as well as any legal limitations regarding imposing requirements. **We recommend that incentives be used as much as possible for green building policies. Again, this does not necessarily mean financial incentives. Increasing the allowable floor area of projects is viewed as the best incentive by many of our members** and is aligned with Metro Vancouver's goal of building more compact communities.

Goal 4: Provide Diverse and Affordable Housing Choices

UDI is pleased that Metro Vancouver is making housing affordability a larger focus in *Metro 2050*. We support the affordable housing definition of homes that are "… *affordable to households earning up to 120% of the Regional Median Housing*." The draft *RGS* also encourages inclusionary zoning – including establishing "… *a regional target of 15% affordable rental housing in new and redeveloped housing development within Urban Centres and Frequent Transit Development Areas* …". **UDI is not opposed to inclusionary zoning; however, any such policies need to be accompanied with density increases**. We note that Toronto recently passed an inclusionary zoning policy that did not include offsets, and a Deputy Mayor noted that such policies can be used to slow down development. This would not be a positive outcome for a region that is facing a critical shortage of all types of homes.

Under Strategy 4.2.7, local governments need to identify how they will use regulatory tools to protect and preserve rental housing. **UDI would want to ensure that this Strategy not curtail redevelopment near transit stations** where growth needs to occur to reduce GHGs and fully leverage transit investments. **Burnaby has demonstrated that projects can proceed in a way that fully protects tenants;** renters are temporarily moved to new accommodations (with supports from builders) until construction is complete. At that time, they can move into a new unit at the same rents they paid before. This has been accomplished by increasing the strata density allowed in projects – which further assists transit ridership. This approach would be far better than preserving and investing in low density, apartment buildings next to a SkyTrain stations that are at the end of their lifecycle.

The draft *RGS* rightly includes a strategy (1.2.25) that TransLink develop plans and actions for its land holdings to "… *include the provision of affordable rental housing*." UDI supports this, and would advocate that senior governments, Metro Vancouver, municipalities and the broader public sector consider similar approaches – especially when selling properties.

Goal 5: Support Sustainable Transportation Choices

Again, this Goal positively reinforces linking transportation investments with land use. In fact, Strategy 5.1 is "*Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking*."

We are especially pleased with the recommendations to reduce parking in this section and other sections of the *RGS*. Underground parking, for example, can cost up to $70,000 per stall, so we are pleased that a regional parking strategy is being developed with TransLink and local governments. **UDI recommends that the regional parking strategy include a review of removing minimum parking standards – especially around transit and a review of on-street parking regulations.** We have found that unless parking regulations and/or meters are in place, Councils are reluctant to reduce off-street parking requirements because of spillover issues. UDI understands that parking reductions would come with Transportation Demand Management (TDM) measures, and we would be pleased to work with Metro Vancouver, TransLink and local governments on TDM strategies.

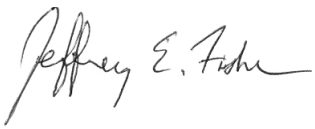
Metro Vancouver and local governments are seeking to expand biking over the next thirty years, including supporting "… *the implementation of the Regional Greenway Network and Major Bikeway Network* …," and the "… *implementation of local active transportation facilities that connect to the Regional Greenway Network or Major Bikeway Network*.". With the investments being made in these networks, Metro Vancouver may want to consider a recommendation we offered TransLink in our response to *Transport 2050*:

"… *Consider "Bike Oriented Density" areas. This would involve increasing the residential density of neighbourhoods that are 1 km to 5 km away from transit stations, Urban Centres, or commercial areas. This would increase the use of bike infrastructure – just as having residential density close to Urban Centres, TOD areas and Vancouver's Central Business District has led to increased walking and/or transit use*."

Conclusion

Thank you, again, for participating in our October 26 webinar on *Metro 2050*, and for involving UDI throughout the development of this important document. As noted above, UDI is supportive of the vision, goals and the five Guiding Regional Planning Principles of the draft *RGS*. We are especially pleased with the focus, throughout the document, on linking land use planning decisions with transportation/transit investments so we can build a sustainable region. We encourage Metro Vancouver and local governments to establish housing and job space targets – especially around transit – and to be flexible in the implementation of the Employment Lands and Industrial lands policies. UDI looks forward to working with you and your member jurisdictions as *Metro 2050* moves forward.

Yours sincerely,



Jeff Fisher, M.PL., CAE, MCIP, RPP
Vice-President & Senior Policy Advisor, Urban Development Institute

From: [Member of the Public]
Sent: Friday, November 26, 2021 9:32 PM

Subject: Commentary on the draft Regional Growth Strategy, Metro 2050

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

I would like to take this opportunity to provide commentary on the draft Regional Growth Strategy, Metro 2050 from my perspective as a resident of Lions Bay. During this last summer I presented to our Council a Formal Request, signed by over 200 residents, that our village undertake the necessary steps to change our designation from General Urban to Rural, and remove itself from Metro's Urban Containment Boundary.

One of the initial driving forces behind this movement within our community was dissatisfaction with Metro's new wood burning bylaw but, as were called to re-examine our village life more analytically and intimately, it became apparent —in the words of one of our Councilors—that this issue was the "canary in the mineshaft." In this year of our 50th Anniversary we are particularly mindful of the reasons our village came to be. More than ever, we love the rural character of our community. It is why we live here.

Because of our remote location and small size, we don't receive water or wastewater services from Metro. We manage our own water system, and we are responsible for our own septic systems. Nor do we have a natural gas supply, which severely limits our heating options and serves to place an additional financial burden on our residents—who are still not exempt from stage 2 Hydro pricing. Moreover, as residents we are also concerned about future Metro regulations that are intended for dense, urban regions, but would not make sense if applied to our small and remote village (similar to the aforementioned wood burning bylaw).

It is abundantly clear to the majority of our residents that by all metrics, we are—and have always been—a Rural community, regardless of the local governmental missteps and lack of public consultation in the past that landed us in the Urban category. It is, therefore, our good fortune that our present Council is now willing to re-examine whether we should indeed not be designated as Rural, the first steps on this front having been undertaken recently in the form of a formal Survey of the residents of our village--the results of which leave little margin for doubt: in all, there were 535 responses, a number that is the equivalent of over half of registered Lions Bay voters. Of those who responded, 489 "voted" Rural/Outside the UCB. Only 38 checked the general urban box and 8 said they did not know. What this means is that over 90% of respondents believe a Rural designation best describes our community and lifestyle. A vigorous engagement with a robust response!

And this, it seems to me, lands us squarely at the crux of the matter: as the recent devastation of our agricultural and farming lands in the Fraser Valley has shown us, a metropolitan community depends intimately on the rural regions outside of its boundaries—be that for food, clean air or recreation. In fact, it is the judicious delineation of the Urban Containment Boundary and the preservation of rural areas that breathes life into and sustains, in no small measure, the urban environment. It is for these reasons that I am proud to be a member of this small—and I hope, soon to be recognized as such—Rural community.

Sincerely,

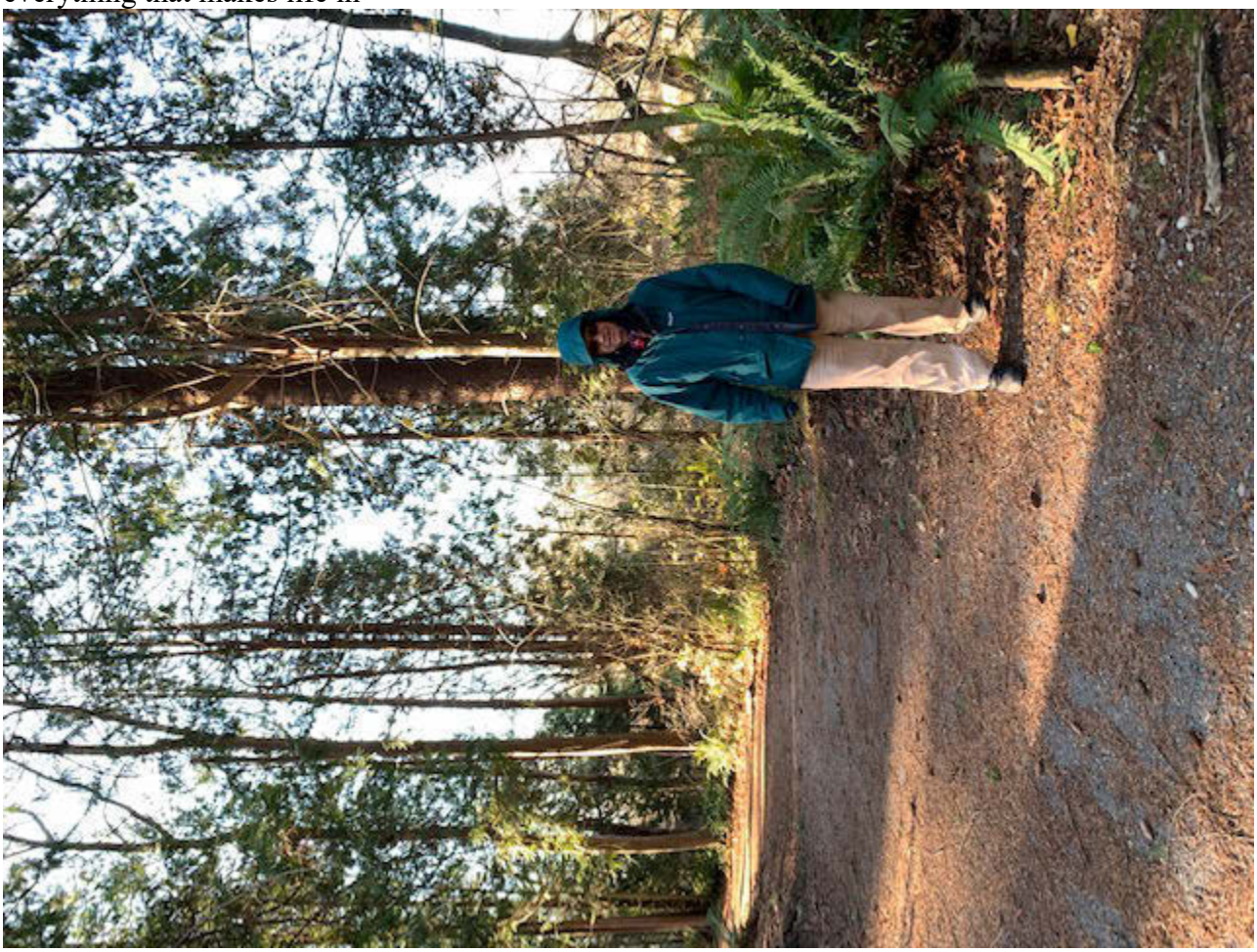
[Member of the Public]
Lions Bay, BC

From: [Member of the Public]
Sent: Friday, November 26, 2021 9:28 PM
To: RPH - Regional Planning
Subject: Re land use plan in Surrey

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Help! Help!
The argument that Surrey (and short-sighted council) should alone determine our land development ignores the fact that we are part of a larger geographical and political unit.

We in Surrey especially are quickly losing our trees, open spaces, farmland, habitats, fresh air, the night sky, everything that makes life in



BC special. Paving over what's left of Paradise is a sad fact here.

The Regional plan is our only hope in maintaining some of our landscape and agricultural self-sufficiently.

We need your help in preserving a better quality of life and the environment for the future.

PORT of vancouver | Vancouver Fraser Port Authority

November 26, 2021

Sean Galloway
Director, Regional Planning and Electoral Area Services
Metro Vancouver
Regional Planning and Housing Services

Dear Mr. Galloway:

Re: Vancouver Fraser Port Authority (VFPA) comments on draft Metro 2050

Thank you for providing VFPA with the opportunity to comment on Metro Vancouver's draft Metro 2050, its update to the current regional growth strategy, which describes the Regional Federation's vision on shared land use, transportation, economic, environmental, and other matters.

Port authority staff have provided detailed comments on earlier versions of components of the draft and we would like to reiterate our support for goals, strategies and actions being introduced or enhanced to support economic prosperity, preparing for climate change and improving accessibility, mobility and reducing congestion within the region.

In particular, the VFPA is supportive of:

- The trade-oriented land overlay to protect the remaining larger industrial parcels from subdivision and stratification. Users that require larger parcels cannot compete with the higher rents that can be achieved by carving a site up for multiple smaller uses. Effective implementation of this overlay and related policies will be critical to ensure that it achieves its intended purpose.
- Support policies and strategies such as 2.2 that are intended to protect existing industrial uses by minimizing the impacts of new and existing urban uses on industrial activities/lands. We would appreciate an opportunity to participate in the development of the Implementation Guidelines identified in 2.2.3.
- Strongly support inclusion of this new policy 2.2.9 (b) and wish to provide input into developing criteria for the trade-oriented overlay. Suggest that it could better protect the remaining larger parcels of industrial land by not only preventing small-lot subdivisions but requiring additional analysis for any subdivision.
- For policy 2.2.9 (d)(vi), while VFPA recognizes the practical purpose and the benefits of this new policy, it is still an erosion of industrial capacity within the region. By enabling residential uses under certain circumstances within the employment zone, the RGS is providing an incentive for uses other than industrial in these limited circumstances. The current mixed employment designation already was an erosion of industrial capacity in the region as many lands currently designated as such were designated solely for industrial use in previous regional plans. The inclusion of this policy further erodes the region's industrial capacity.

- Support policies and strategies such as 5.2 to coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods, and services.
- Support the modification made to policy 5.2.6(b) to include short sea shipping.

While Metro Vancouver acknowledges the shortage of industrial lands within the region and includes goals, strategies and actions specifically to support industrial densification/intensification efforts, productive use of industrial lands, and an efficient transportation system for both goods and people movement, the VFPA would like to stress that beyond federal port authority-managed lands, municipal governments are responsible for managing and zoning lands within their respective jurisdictions. Industrial lands make up only four percent of the region's land base but provide 27% of the region's jobs and contribute $9 billion in tax revenue and 30% of the GDP.

Over the years, land intended for industrial activities, including trade, has been (and continues to be) converted to other uses, such as residential and commercial, by local authorities. When industrial lands are redeveloped for residential and/or other uses, the region loses valuable employment lands.

While some of this may be inevitable in a growing region with a limited land base, the successful preservation of industrial lands will depend on the decisions made by all jurisdictions that have authority over land use in the region. VFPA would like it acknowledged that as Metro Vancouver's own inventory of industrial lands indicates there is not enough land designated for Industrial and Employment Lands to meet anticipated industrial demand over the medium-term. Metro 2050 needs to address this conflict within all related policies and identify how such demand then can be met.

We believe, given the critical shortage of remaining industrial lands, that the voting threshold in the draft Metro 2050 is too low to curtail continued conversions of industrial lands within the region. Therefore,

VFPA is not supportive of

- 6.3.4(c) which identifies the process to amend lands currently designated as Industrial as a Type 3 amendment requiring an affirmative 50%+1 weighted vote of the Metro Vancouver Regional District Board.
- VFPA further requests that the process to amend lands currently designated as Industrial be considered a Type 2 amendment requiring an affirmative two-thirds weighted vote of the Metro Vancouver Regional District Board.

Thank you again for the opportunity to provide comment on the draft Metro 2050. We look forward to continuing to work together on matters of shared interest. If you have any questions, please contact the undersigned at 604-665-9334 or Theresa.rawle@portvancouver.com.

Sincerely,

Theresa Rawle

Theresa Rawle
Acting Director of Planning and Development
Vancouver Fraser Port Authority

cc James Stiver, Manager, Growth Management and Transportation, Metro Vancouver
Karen Rendek, Manager Land Use Planning, Vancouver Fraser Port Authority
Chris Bishop, Manager of Planning, Vancouver Fraser Port Authority
Naomi Horsford, Manager Municipal and Stakeholder Relations, Vancouver Fraser Port Authority

pooni group.

Metro Vancouver
Metrotower III
4730 Kingsway
Burnaby, BC V5H 0C6

November 26, 2021

Re. Feedback and comments on draft Metro2050

Dear Regional Planning Committee,

Pooni Group, in collaboration with the Urban Development Institute, Landlord BC, NAIOP and the BC Not For Profit Housing Association made a delegation at the April 9, 2021 Regional Planning Committee (RPC) regarding Metro2050. The specific focus of the presentation was around the draft policy language that is considering enabling residential uses on Mixed Employment regionally designated lands that are 200 m from a rapid transit station.

The Metro2050 draft missed a critical opportunity to encourage members to consider affordable housing within 400 m of Skytrain stations in Mixed Employment areas. The language continues to perpetuate a limited (200 m) distance that is not consistent with good planning principles for transit oriented development, notably, authored documents from both TransLink and Metro Vancouver that encourage growth and density with 400 and 800 m of rapid transit.

Expanding this radius will create alignment with TransLink's *Transit Oriented Communities Design Guidelines,* which indicates that transit-oriented development is appropriate within 400 m of frequent transit corridors and bus stop nodes and 800 m of frequent transit station and exchange areas. Metro Vancouver recognizes that "it is generally accepted that most people will walk roughly 10–12 minutes (800 m) to access limited-stop rapid transit and 5–6 minutes (400 m) to access frequent local transit" and long established Frequent Transit Development Areas (FTDAs) as a tool to help municipalities direct growth to these areas.

We undertook a planning analysis for Vancouver, Burnaby and Surrey (see attached) Skytrain station areas with Mixed Employment designations and illustrated that the opportunity for affordable housing could triple the amount that could be developed under the 200 m scenario resulting in over 53,000 homes. Metro2050 is a lost opportunity of exponential value, and we encourage Metro Vancouver members to reconsider the policy language.

At the April 9 meeting we also received a number of questions and comments that we wanted to provide a follow up of our findings based on discussions with industry professionals.

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RPC QUESTION: Will the introduction of residential inflate the value of land, lead to land speculation, and drive out smaller industrial users?

The intent of allowing a mix of uses is not to replace employment use with residential, but to maintain or even increase the employment density of the site. A number of employment designated sites around Skytrain stations are currently underdeveloped; however, there are not enough incentives for the landowner to redevelop under existing zoning and policy provisions.

Allowing for a residential component on Mixed Employment land around Skytrain stations can help unlock additional employment density on these sites, while also landing rental housing near transit. Municipalities can restrict the development of residential until the employment use has been built to ensure that the job spaces are delivered. Municipalities can also require new employment spaces be developed to a maximum size to allow smaller industrial users to remain around transit and minimize conflict with residential.

There are a number of factors that have an impact on land value, including policy and zoning regulations and growing market demand. If the parameters are clearly established by each member jurisdiction, it will cull speculation providing a clear understanding of the site's entitlement rights and development capacity.

RPC COMMENT: Increasing density around Skytrain stations does not result in improved housing affordability.

Metro Vancouver's directive for allowing residential on Mixed Employment designated land around Skytrain stations is that it needs to meet regional objectives, like the creation of affordable housing. This can be made into a requirement for member jurisdictions who are looking to implement this change – that all residential provided on Mixed Employment land must be rental or affordable ownership.

A number of member jurisdictions have developed affordable housing policies, and affordability language in the Metro2050 policy would further this application at the local level.

Unfortunately, in recent history the mandate for housing was not something that member municipalities were expected to provide policy on, therefore a lot of development has occurred near transit that does not achieve our region's affordability needs. The ongoing affordability crisis in our region has seen local governments take on the mandate. There are policy tools that municipalities can adjust and apply to ensure that residential developments on Mixed Employment lands around Skytrain stations help add to the region's rental stock. This is an opportunity for Metro Vancouver to also respond to our region's affordability crisis, by ensuring policy language only permits rental or affordable ownership in a 400 m area of mixed employment designated lands.

RPC QUESTION How much housing will need to be built in order for rental vacancy to reach a healthy level?

We engaged Rennie Consultants to undertake an analysis to determine approximately how many rental units will need to be created in Metro Vancouver for the vacancy rate to be increased from 1.1% (current) to 4%, which is the industry standard for a healthy vacancy rate.

Utilizing Canadian Mortgage and Housing Corporation (CMHC) data, they concluded that over 3,200 new rental units are needed to bring the regional vacancy rate of the primary rental market to 4%. When combined with the secondary rental market, over 5,800 new rental units are required. However, this number is based on the number of renters staying the same – population growth will obviously result in more rental units being required.

To put this into context, the amount of new rental units required to bring Metro Vancouver to a healthy vacancy rate is equivalent to the delivery of 30 new rental buildings with 200 units each every year. In 2020, CMHC reported 5,207 rental apartment starts in the region and 5,250 rental apartment completions; however, this is not expected to impact vacancy rates, as they will mostly be addressing the demand created from population growth. To address current affordability issues and tight vacancy rates, the new supply of housing will need to far exceed the current supply levels in the region.

RPC COMMENT: Conflict between residential and employment uses.

We heard some comments around the conflict between residential and employment uses. There are a number of precedent industrial and residential mixed projects including:

- Strathcona Village by Wall Financial – first of its kind in North America, the mixed-use project includes 280 condos, 70 social housing units, 14,000 sq.ft of office & 46,000 sq.ft of flex industrial
- Archetype by Hungerford Properties & QuadReal Group – a mixed-use project in Mount Pleasant with 150,000 sq.ft of rental residential, 83,000 sq.ft of office & 40,000 sq.ft of industrial. To mitigate against interface issues between industrial/office and residential uses – the project consists of two buildings. One building has retail at grade and residential above, and the other has light industrial at grade and office above.

The changing nature of industry also helps make it more suited for urban environments and more compatible with residential uses. For example, smaller truck sizes require shorter turning radii allowing for the use of spiral ramps, which occupy less space and allow for multi-level buildings. The traditional warehouse use is also evolving to respond to e-commerce with smaller, multi-storey buildings that focus more on distribution.

The benefit of introducing this policy at the regional level is that each member jurisdiction will have the opportunity to create a unique and tailored approach to how the policy could be implemented locally. Jurisdictions that face challenges related to delivering new employment space due to economic viability and difficulties attracting businesses would be able to encourage new employment space with the incentive of the addition of residential uses. Other jurisdictions which have challenges related to a lack of new rental housing would have the opportunity to incentivize rental housing in a mixed-use redevelopment.

Transit-oriented development has been an ongoing priority in Metro Vancouver; however, many Skytrain stations are underdeveloped and utilized. Our hope is that through the Metro2050 update process that the language around the consideration of a mix of uses (including residential) on Mixed Employment land around Skytrain stations is considered on sites at a minimum 400 m from the station, and potentially up to 800 m, to be consistent with Metro Vancouver and Translink's classification of FTDAs.

We sincerely appreciate the work of the Metro Vancouver staff and Committee members on Metro2050, and hope you will consider the request.

Thank you,



Blaire Chisholm, MCIP, MUP, BSc Env
Chief Operating Officer
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e: blaire@poonigroup.com

Metro2050 Draft Policy Discussion



Metro2050 Draft Policy Language

In June 25, 2021, the Metro Vancouver Board (Board) endorsed the draft Metro2050, which includes the following addition to the definition for Employment lands (previously referred to as Mixed Employment):

Residential uses are not intended on Employment lands, with the exception of sites located within 200 metres of rapid transit stations within Urban Centres or Frequent Transit Development Areas where residential (with an emphasis on affordable, rental) is permitted on the upper floors of mid- to high-rise buildings, as appropriate, while commercial and light industrial uses are to be located on the ground or lower floors.

Opportunity: Extend radius to at least 400m around Skytrain stations

This opportunity provides better support for regional and municipal goals, and aligns more closely with the metrics for transit oriented development (TOD).

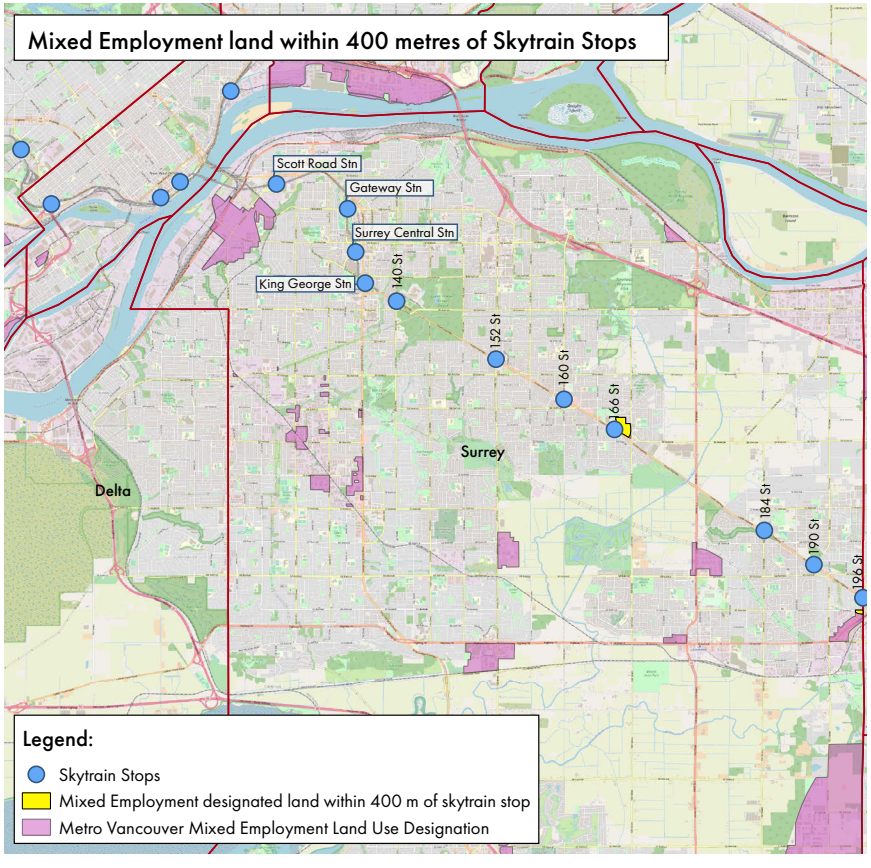
Alignment with TOD Metrics

Metro2040:
Frequent Transit Development Areas are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. Defined as appropriate locations generally within 800 metres of a rapid transit station or within 400 metres of TransLink's Frequent Transit Network

TransLink's Transit-Oriented Communities Design Guidelines:
Transit-oriented development is appropriate within 400 m of frequent transit corridors and stop nodes and 800m of frequent transit station and exchange areas. Metro Vancouver has established Frequent Transit Development Areas (FTDAs) to help municipalities direct growth to these areas around transit.

Transit Oriented Development Institute, TOD Typologies:
In larger, regional centres, development surrounding transit is concentrated within a 800m radius. In smaller, urban centres, development surrounding transit is concentrated within a 400m radius.

Case Study Analysis: Surrey



Area of Mixed Employment Potential

Within 200 m of Skytrain		Within 400 m of Skytrain	
339,768	sqft	1,281,040	sqft
7.8	Acres	34	Acres

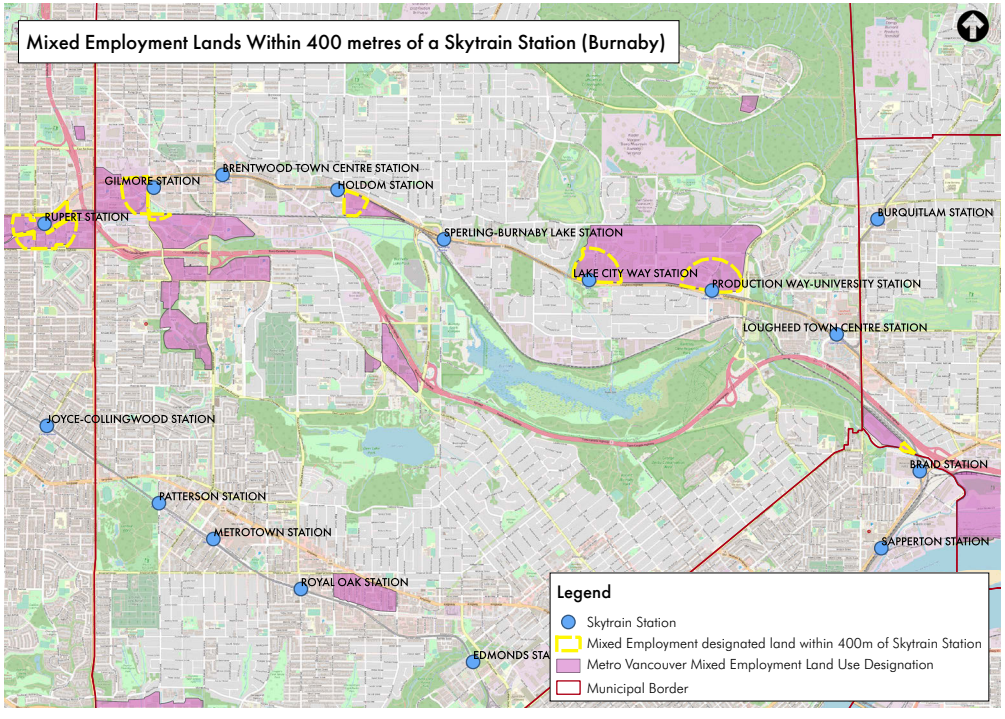
**Based on an approximate 1.5 FSR*

Housing Unit Potential

	Within 200 m of Skytrain		Within 400 m of Skytrain	
1 BR (65%)	653	Units	2845	Units
2 BR (30%)	196	Units	852	Units
3 BR (5%)	22	Units	97	Units
Total	**871**	**Units**	3,794	Units

**Based on an approximate 2 FSR*

Case Study Analysis: Burnaby



Area of Mixed Employment Potential

Within 200 m of Skytrain		*Within 400 m of Skytrain*	
2,534,735	sqft	6,874,194	sqft
58	Acres	157	Acres

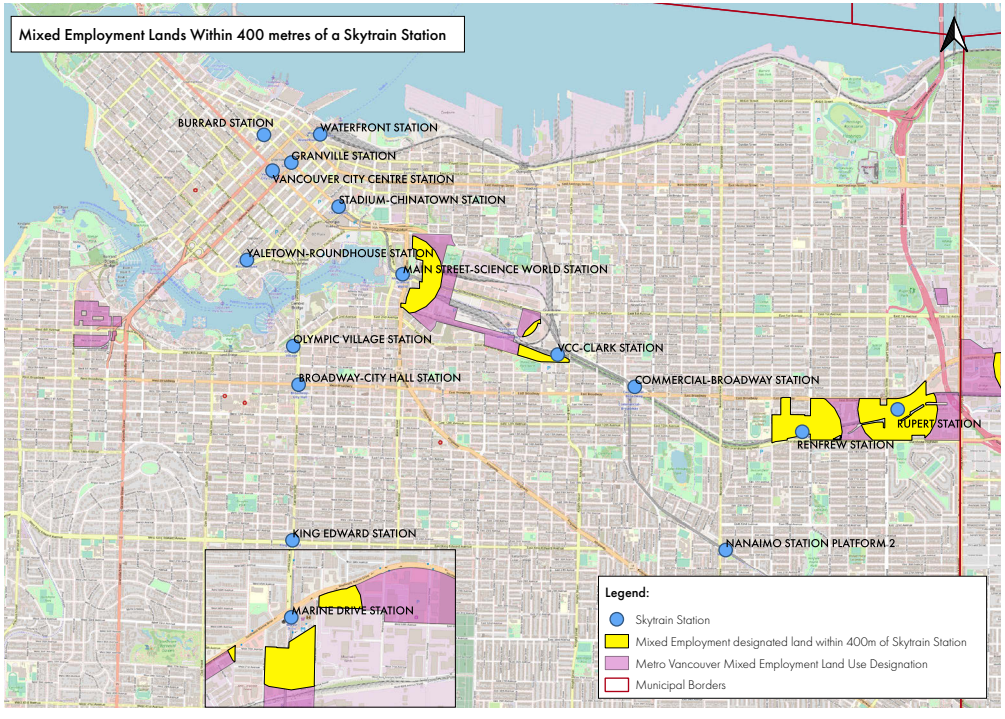
**Based on an approximate 1.5 FSR*

Housing Unit Potential

	Within 200 m of Skytrain		**Within 400 m of Skytrain**	
1 BR (65%)	4,482	Units	12,156	Units
2 BR (30%)	1,413	Units	3,740	Units
3 BR (5%)	460	Units	1,247	Units
Total	**6,355**	**Units**	**17,144**	**Units**

**Based on an approximate 2 FSR*

Case Study Analysis: Vancouver



Area of Mixed Employment Potential

Within 200 m of Skytrain		*Within 400 m of Skytrain*	
2,317,609	sqft	8,839,349	sqft
53	Acres	202	Acres

**Based on an approximate 1.5 FSR*

Housing Unit Potential

	Within 200 m of Skytrain		**Within 400 m of Skytrain**	
1 BR (65%)	6,176.43	Units	23,556	Units
2 BR (30%)	1,717.26	Units	6,549	Units
3 BR (5%)	546.10	Units	2,082	Units
Total	**8,440**	**Units**	**32,189**	**Units**

**Based on an approximate 2 FSR*



November 26, 2021

Chair Sav Dhaliwal
Metro Vancouver Board
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chair@metrovancouver.org
Chris.Plagnol@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Board,

The Tsawwassen First Nation ("TFN"), Executive Council received a presentation of the draft update to the Regional Growth Strategy (RGS), Metro 2050, on November 23, 2021. On behalf of TFN, I thank you for engaging with us in the development of the vision for the future of our region and we look forward to partnering with you in the implementation of this vision.

TFN Executive Council supports the directions taken in this updated strategy, to bring the key issues of this region to surface and to address them with enhanced policies. The top priorities for most jurisdictions have been COVID recovery, improving housing affordability options for their residents, adaptation to climate change/combating global warming (improving resiliency as well as emergency preparedness), reconciliation, and equity. TFN is no exception to these and ensuring member wellness is and will remain the top priority of TFN government. Having an integrated and collaborative approach to most of these concerns including regional targets that are measurable, will make this region safe and more livable. Regional sustainability also includes social and cultural sustainability within indigenous communities, which requires focused resources from Metro Vancouver Board as well as provincial and federal governments.

TFN appreciates the opportunity to participate and comment on the draft M2050 report and reiterates the importance of understanding the uniqueness of TFN community and needs. Post adoption, we understand that this document will guide local governments to find creative ways of meeting targets, while Metro Vancouver's regional planning function will continue its research on various goals. TFN recommends that there be special focus on building relationships with First Nations as well as well as achieving integration on social equity. The focus needs to be on relationship building, supporting each other on achieving collective goals to combat climate change, achieving local food security, reconciliation, and equity through robust implementation plans. Some of the comments from TFN government have been summarized below.

<u>M2050 DRAFT – Comments from Tsawwassen First Nation (TFN)</u>

Proposed changes include the following:

- 'Major Transit Growth Corridors' (stronger alignment of planned locations for growth with transit investment)
- Housing policies to encourage transit-oriented affordable housing, increase stock and protect existing non-market rental units
- Clearer and stronger definition for industrial lands, as well as flexibility for affordable rental residential on Employment lands near rapid transit stations – **Though TFN is not near a rapid transit station, it hosts large regional employers (e.g., Amazon) in our industrial lands. As our industrial lands develop further and attracts a regional workforce, we need flexibility to develop housing for the labour force. We also need enhanced transit options and connectivity for the workforce, and we would appreciate regional assistance and advocacy on our behalf in the development of these connections.**
- Stronger climate action, including collective actions toward GHG emission reduction targets and preparing for climate change impacts – **TFN feels the need to include language on protection of natural assets, social and cultural sustainability that is specific to indigenous communities.**
- Aspirational regional targets for the federation to collectively work toward for affordable rental housing near transit, protecting land for nature and increasing urban tree canopy cover – **As stewardship of our lands and natural resources is a foundational principle of TFN Culture and beliefs, we would support stronger language on protection of existing biodiversity and shoreline protection. We continue to work on providing affordable housing opportunities in our nation and have made significant strides in the recent past.**
- Improved integration of social equity outcomes – Achieving this goal is crucial for TFN and this needs to include all aspects of social equity including recognition of treaty rights of indigenous partners such as TFN.
- Greater emphasis on building relationships with First Nations, incorporating future development and planning needs – This is an area where TFN can play a leadership role at the regional table, we would welcome the opportunity to share indigenous ways of learning and knowing through our Elders and Knowledge Keepers and support the incorporation of indigenous planning philosophies at the regional planning table.

TFN understands that the draft Metro 2050 strategy is focused on 5 main goals:

- **Goal 1: Create a Compact Urban Area.** This goal continues to combine an urban containment boundary with promotion of growth in urban centres.
- **Goal 2: Support a Sustainable Economy.** This goal supports development of an equitable economy, with a focus on employment growth in urban centres, protection of agricultural lands, and industrial intensification.
- **Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards.** Metro Vancouver has enhanced provisions for climate mitigation and adaptation, including resilience to natural hazards.

- **Goal 4: Provide Diverse and Affordable Housing Choices.** Three key strategies support this goal: promotion of adequate supply; expansion of rental housing; and advocacy for greater funding support.
- **Goal 5: Support Sustainable Transportation Choices.** This goal continues to link land use patterns and transportation, using an updated framework to align anticipated growth and transit connections and improving management of the regional road network for goods movement.

The changes captured in the draft *Metro 2050* strategy seem to generally align with TFN's Strategic Plan (2018-2023), the Land Use Plan (2009), and other TFN plans and strategies (e.g., the TFN Comprehensive Housing Strategy). However, TFN government recommends that the following be included under Goals 3, 4 and 5 as explained below.

- Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards. This needs to include social and cultural sustainability within member jurisdictions.
- Goal 4: Provide Diverse and Affordable Housing Choices. This goal needs to include promotion of adequate supply; expansion of rental housing; and advocacy for greater funding support within indigenous communities.
- Goal 5: Support Sustainable Transportation Choices. This goal needs to include identifying major employers in member jurisdictions and combating economic barriers to employment and enhancing transit and transportation choices within member jurisdictions, especially those that do not benefit from the major transit growth corridor designations.

Tsawwassen First Nation government and community remains committed to the goals identified within *Draft Metro 2025 Regional Growth Strategy* and endorses a collaborative approach to enhancing the safety and liveability within the region, with special focus on advocacy for greater funding support (affordable housing, emergency preparedness, climate change, etc.) within indigenous communities, as well as relationship building, social and cultural sustainability within member jurisdictions.

Sincerely,

swənəset
Chief Ken Baird
Tsawwassen First Nation

cc. Executive Council, Tsawwassen First Nation

Braden Smith, Chief Executive Officer.

Komal Shaikh, Director of Lands.

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British Columbia
mapleridge.ca

FILE COPY

November 26, 2021

Mr. Sav Dhaliwal, Board Chair
Metro Vancouver
4515 Central Boulevard
Surrey, BC V5H 0C6

Dear Mr. Dhaliwal:

Further to your July 14, 2021 letter referring the draft Metro 2050 Plan to Mayor Mike Morden and Council, please find enclosed a certified copy of the November 9, 2021 Council Workshop resolution regarding the draft Regional Growth Strategy, as well as a background staff report dated November 9, 2021.

The draft regional growth strategy comments speak to Maple Ridge Council's intent to take its place in the region as a growing community. The City of Maple Ridge Strategic Plan 2019-2022 contains five strategic priorities: Community Safety, Inter-Government Relations, Growth, Community Pride & Spirit and Natural Environment. The Growth Strategic Priority is to:

> *"Implement strategic plans related to local infrastructure and the economy including commercial and industrial land base, transportation corridors, transit, neighbourhood plans and key amenities."*

Reflected in the above Strategic Priority is a desire to support the creation of local jobs, diversify tax revenue, create more complete communities, and respond to climate change impacts. Mayor and Council also acknowledge the significant contribution that Maple Ridge provides to the regional environmental and climate change resiliency goals through its existing related policies and agricultural, rural, and conservation land base.

City staff are available for any questions or additional discussion regarding the enclosed comments, and we look forward to reviewing the final *Metro 2050* Regional Growth Strategy.

Sincerely,

Scott Hartman
Chief Administrative Officer

Encls

CITY OF MAPLE RIDGE
11995 Haney Place, Maple Ridge, BC V2X 6A9, Canada | Tel: 604-463-5221 | Fax: 604-467-7329 | mapleridge.ca
enquiries@mapleridge.ca

MAPLE RIDGE
British Columbia

City of Maple Ridge

I hereby certify this to be a true and correct copy of a resolution passed unanimously by the City of Maple Ridge Council on November 9, 2021:

1. That staff prepare a formal letter to Metro Vancouver with the following comments on the draft Metro 2050 Regional Growth Strategy:

Advocacy Comments:

A. In response to policy 1.1.9 d), Maple Ridge requests Metro Vancouver advocacy to NAV Canada to increase the aircraft height above 3000 ft for Practice Areas 185 and 188, and to consult with Maple Ridge should any further changes to Maple Ridge's air space be considered.
B. In response to policy 1.4.3 d), Maple Ridge requests that Metro Vancouver advocate to the Agricultural Land Commission to review Agricultural Land Reserve legislation to permit more intensive uses using technology.
C. In response to policy 2.3.3, Maple Ridge requests further input and advocacy from Metro Vancouver to ensure that the economic viability of Maple Ridge's agricultural lands is addressed.
D. In response to policy 2.3.12 c) v), Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands.
E. In response to policy 5.2.6, Maple Ridge requests advocacy from Metro Vancouver to CP Rail and CN Rail to address noise and vibration concerns caused by freight movement through Maple Ridge.

Policy Edits Comments:

F. Maple Ridge requests the following edit in bold for draft policy 1.2.24:

Member Jurisdictions will:
1.2.24 Adopt Regional Context Statements that:
b) Include policies for Urban Centres and Frequent Transit Development Areas that:
iv) consider reducing residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;
viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors and other key neighbourhood locations;

G. Maple Ridge requests the following edit in bold for draft policy 1.3.7:

Member Jurisdictions will:
1.3. 7 Adopt Regional Context Statements that:
g) consider providing design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.

H. Maple Ridge requests the following edit in bold for draft policy 2.1.10:

Member Jurisdictions will:
2.1.10 Adopt Regional Context Statements that:
c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas and other key neighbourhood locations.

I. Maple Ridge requests the following edit in bold for draft policy 2.2.9:

Member jurisdictions will:
2.2.9 Adopt Regional Context Statements that:
c) include policies for Industrial lands that:
i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and discourage non-industrial uses;
iii) consider excluding uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone office uses, other than ancillary uses, where deemed necessary;
d) include policies for Employment lands that:
v) do not permit residential uses, except for an accessory caretaker unit or a live-work use;
e) consider including policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.
f) consider including policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).

J. Maple Ridge requests the following edit in bold for draft policy 3.1.9:

Member jurisdictions will:
3.1.9 Adopt Regional Context Statements that:
b) consider including policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:
i) drinking water supply areas;
ii) environmental conservation areas;
iii) wildlife management areas and ecological reserves;
iv) forests;
v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);
vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);
vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and
viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:
- major parks and outdoor recreation areas;
- education, research and training facilities, and associated uses that serve conservation and/or recreation users;
- commercial uses, tourism activities, and public, cultural, or community amenities;
- limited agricultural use, primarily soil-based; and
- land management activities needed to minimize vulnerability/risk to climate-related impacts.

c) include policies that:
i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wild/and interface planning, and considering measures such as physical buffers or development permit requirements;

K. Maple Ridge requests the following edit in bold for draft policy 4.2. 7:

Member jurisdictions will:
4.2. 7 Adopt Regional Context Statements that:
c) encourage the use of regulatory tools that protect and preserve rental housing;
d) consider policies and actions that contribute to the following outcomes:
i) encourage increased supply of affordable rental housing in proximity to transit and on publicly-owned land;

ii) encourage increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;
iii) encourage protection and renewal of existing non-market rental housing;
iv) encourage mitigating impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and

L. Maple Ridge requests the following edit in bold for draft policy 3.2. 7:
Member jurisdictions will:
3.2. 7 Adopt Regional Context Statements that:
a) consider identifying local ecosystem protection and tree canopy cover targets, and create policy to contribute to the regional targets in Action 3.2.1;
c) consider including policies that:
i) address ecosystem services in land use decision-making and land management practices;

Clarification Comments:

M. Request clarification on suggested strategies to meet newenvironmental regional target, including strategies to maintain and increase tree canopy cover as the community grows.
N. Maple Ridge requests a definition of integrated housing to understand the policy implication of policy 4.1.8 c) vii).
O. Maple Ridge requests a definition of affordable rental housing to understand the policy implication as it relates to the new housing target identified in policy 4.2. 7 a).

Participation and Training Comments:

P. Maple Ridge requests additional tools, training and resources with respect to climate change, emergency and natural hazard preparation, as it relates to land use planning as outlined in Strategy 3.4 Member Jurisdiction Policies.
Q. In response to policy 2.2.3, Maple Ridge requests participation in the preparation of the Industrial Implementation Guidelines identified in Metro 2050.

Future RGS and RCS Amendment Comments:

R. Maple Ridge intends to undertake the following Type 2 regional land use re-designations:
- Yennadon and Lougheed Transit Corridor Lands, to Employment
- Albion Industrial Park Expansion, Industrial Reserve, and Kanaka Business Park, to Industrial
- Urban Containment Boundary alignment, as it relates to the above noted redesignations

S. Maple Ridge intends to undertake the following Type 3 regional land use re-designations:
- Albion Flats, to Employment within the Urban Containment Boundary (subject to ALC approvals)
- Lougheed Transit Corridor, to Corridor Frequent Transit Development Area
- 203 Street and Lougheed Highway and vicinity, to Station Frequent Transit Development Area

2. That the letter with resolutions identify Maple Ridge's intent to take its place in the region, support the creation of local jobs, and acknowledge the significant contribution the community's agricultural, rural, and conservation land base provide to regional environmental and climate change resiliency goals.

3. That the report titled "Draft Regional Growth Strategy Metro 2050 - Referral Comments" dated November 9, 2021, be provided to Metro Vancouver.

Dated this 19th of November, 2021

S. Nichols
Corporate Officer

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City of Maple Ridge

TO:	His Worship Mayor Michael Morden and Members of Council	**MEETING DATE:**	November 9, 2021
FROM:	Chief Administrative Officer	**MEETING:**	Workshop

SUBJECT: **Draft Regional Growth Strategy *Metro 2050* – Summary of Referral Comments**

EXECUTIVE SUMMARY:

The draft *Metro 2050* Regional Growth Strategy was presented to Council at the September 6, 2021 Workshop meeting and Council provided some comments directly to Metro staff at that time. Subsequently, at the September 27, 2021 Workshop meeting, City staff presented on the *Metro 2050* draft policy updates with suggested amendments, and following some discussion, Council passed the following resolution:

> *That the comments from the September 27, 2021 Council Workshop regarding the staff report titled "Draft Regional Growth Strategy Metro 2050 – Request for Comments" be summarized and brought back to Council for consideration of a formal resolution prior to November 26, 2021.*

An important component of Metro Vancouver's engagement process is to seek formal comments from the Councils of all member jurisdictions, which will inform the final version of *Metro 2050.* These comments have been requested by November 26, 2021 in the form of a Council resolution. Comments are sought to provide feedback on the collective actions and direction that the Metro Vancouver region will take in the coming decade. Through inter-municipal and inter-governmental collaboration, the Regional Growth Strategy (RGS) addresses issues and topics that all jurisdictions face and seeks to improve the livability of the region through collective action.

The purpose of this report is to summarize all of Council's feedback received on *Metro 2050,* based on the discussion during the September 27, 2021 Workshop meeting. As *Metro 2050* is an update to *Metro 2040,* and not an entirely new plan, the draft RGS aligns well with Maple Ridge Official Community Plan (OCP) policies. The introduction of new regional targets and stronger policy language regarding housing, the environment and growth management may be viewed as prescriptive and treading into local government's land use jurisdiction. The suggested feedback on *Metro 2050* includes clarification on the definition and intent of some policies, specific policy wording changes to provide greater flexibility in policy implementation, and statements on current and future land use planning, which will have regional policy implications. Additional clarification is also provided regarding the existing tree canopy cover and amount of protected environmental land, as they relate to the new regional targets.

RECOMMENDATIONS:

1. That staff prepare a formal letter to Metro Vancouver with the following comments on the draft *Metro 2050* Regional Growth Strategy:

Advocacy Comments:

A. In response to policy 1.1.9 d), Maple Ridge requests Metro Vancouver advocacy to NAV Canada to increase the aircraft height above 3000 ft for Practice Areas 185 and 188, and to consult with Maple Ridge should any further changes to Maple Ridge's air space be considered.

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D. In response to policy 2.3.12 c) v), Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands.

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iv) ***consider*** *reducing residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;*
viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors ***and other key neighbourhood locations;***

G. Maple Ridge requests the following edit in bold for draft policy 1.3.7:

Member Jurisdictions will:
1.3.7 Adopt Regional Context Statements that:
g) ***consider*** *providing design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.*

H. Maple Ridge requests the following edit in bold for draft policy 2.1.10:

Member Jurisdictions will:
2.1.10 Adopt Regional Context Statements that:
- *c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas* ***and other key neighbourhood locations.***

I. Maple Ridge requests the following edit in bold for draft policy 2.2.9:

Member jurisdictions will:
2.2.9 Adopt Regional Context Statements that:
- *c) include policies for Industrial lands that:*
  - *i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and* ***discourage non-industrial uses;***
  - *iii)* ***consider*** *excluding uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone office uses, other than ancillary uses, where deemed necessary;*
- *d) include policies for Employment lands that:*
  - *v) do not permit residential uses, except for an accessory caretaker unit* ***or a live-work use;***
- *e)* ***consider including*** *policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.*
- *f)* ***consider including*** *policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).*

J. Maple Ridge requests the following edit in bold for draft policy 3.1.9:

Member jurisdictions will:
3.1.9 Adopt Regional Context Statements that:
- *b)* ***consider including*** *policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses:*
  - *i) drinking water supply areas;*
  - *ii) environmental conservation areas;*
  - *iii) wildlife management areas and ecological reserves;*
  - *iv) forests;*
  - *v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);*
  - *vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);*
  - *vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and*
  - *viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:*
    - *major parks and outdoor recreation areas;*

- *education, research and training facilities, and associated uses that serve conservation and/or recreation users;*

A. *commercial uses, tourism activities, and public, cultural, or community amenities;*

- *limited agricultural use, primarily soil-based; and*
- *land management activities needed to minimize vulnerability/risk to climate-related impacts.*

c) *include policies that:*

i) *protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by* ***considering*** *wildland interface planning, and* ***considering*** *measures such as physical buffers or development permit requirements;*

K. Maple Ridge requests the following edit in bold for draft policy 4.2.7:

Member jurisdictions will:
4.2.7 Adopt Regional Context Statements that:

c) ***encourage*** *the use of regulatory tools that protect and preserve rental housing;*

d) ***consider*** *policies and actions that contribute to the following outcomes:*

i) ***encourage*** *increased supply of affordable rental housing in proximity to transit and on publicly-owned land;*

ii) ***encourage*** *increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss;*

iii) ***encourage*** *protection and renewal of existing non-market rental housing;*

iv) ***encourage mitigating*** *impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and*

L. Maple Ridge requests the following edit in bold for draft policy 3.2.7:

Member jurisdictions will:
3.2.7 Adopt Regional Context Statements that:

a) ***consider identifying*** *local ecosystem protection and tree canopy cover targets, and* ***create policy to*** *contribute to the regional targets in Action 3.2.1;*

c) ***consider including*** *policies that:*

i) ***address*** *ecosystem services in land use decision-making and land management practices;*

Clarification Comments:

M. Request clarification on suggested strategies to meet new environmental regional target, including strategies to maintain and increase tree canopy cover as the community grows.

N. Maple Ridge requests a definition of integrated housing to understand the policy implication of policy 4.1.8 c) vii).

O. Maple Ridge requests a definition of affordable rental housing to understand the policy implication as it relates to the new housing target identified in policy 4.2.7 a).

Participation and Training Comments:

P. Maple Ridge requests additional tools, training and resources with respect to climate change, emergency and natural hazard preparation, as it relates to land use planning as outlined in Strategy 3.4 Member Jurisdiction Policies.

Q. In response to policy 2.2.3, Maple Ridge requests participation in the preparation of the Industrial Implementation Guidelines identified in *Metro 2050*.

Future RGS and RCS Amendment Comments:

R. Maple Ridge intends to undertake the following Type 2 regional land use re-designations:
- Yennadon and Lougheed Transit Corridor Lands, to Employment
- Albion Industrial Park Expansion, Industrial Reserve, and Kanaka Business Park, to Industrial
- Urban Containment Boundary alignment, as it relates to the above noted re-designations

S. Maple Ridge intends to undertake the following Type 3 regional land use re-designations:
- Albion Flats, to Employment within the Urban Containment Boundary (subject to ALC approvals)
- Lougheed Transit Corridor, to Corridor Frequent Transit Development Area
- 203 Street and Lougheed Highway and vicinity, to Station Frequent Transit Development Area

2. That the letter with resolutions identify Maple Ridge's intent to take its place in the region, support the creation of local jobs, and acknowledge the significant contribution the community's agricultural, rural, and conservation land base provide to regional environmental and climate change resiliency goals.

3. That the report titled "Draft Regional Growth Strategy *Metro 2050* – Referral Comments" dated November 9, 2021, be provided to Metro Vancouver.

1.0 BACKGROUND:

The Regional Growth Strategy (RGS) is a long-range, strategic land use plan for the Metro Vancouver Regional District (Metro Vancouver), a federation of 21 municipalities, one Electoral Area and one Treaty First Nation. One of Metro Vancouver's key roles is to collaboratively plan for and deliver regional-scale services.

Metro 2040

Metro Vancouver 2040: Shaping our Future Regional Growth Strategy *(Metro 2040)* was adopted by the Greater Vancouver Regional District Board (renamed to Metro Vancouver Regional District Board) in 2011. Since its adoption, *Metro 2040* has been an effective tool representing the regional federation's collective vision for how to sustainably manage anticipated growth in the region. The Regional Growth Strategy's policies are aimed at advancing livability through containing and structuring growth to facilitate the development of complete, connected and resilient communities, protect important lands (i.e. agricultural, industrial and employment and conservation and recreation lands), and support the efficient provision of infrastructure, such as transit and utilities.

2.0 PLANNING ANALYSIS:

Many policy actions in the draft *Metro 2050* Regional Growth Strategy are the same or very similar to those that are working well in *Metro 2040*. The new or revised policy actions have been based on learnings and research from over 10 years of implementation and on the endorsed recommendations coming out of the *Metro 2040* policy review process. It should be noted that *Metro 2050* is an update to *Metro 2040* and not an entirely new RGS. As such, the existing text of *Metro 2040* is being used as the basis for the development of *Metro 2050*.

Metro Vancouver hosted a virtual open house event on October 19, 2021. The City of Maple Ridge promoted this event and the public feedback opportunity on the City's website, local newspaper and Facebook page. A copy of *Metro 2050* was also circulated to Council Committee members, along with information on how to provide feedback to Metro Vancouver.

Metro 2050 Implications for Maple Ridge

All member jurisdictions are required to complete a Regional Context Statement (RCS) as part of their OCP. With an updated RGS expected to be adopted in 2022, Maple Ridge will have two years to revise and submit a RCS that reflects the updates contained in *Metro 2050*. Many of the proposed RGS edits already align with Maple Ridge OCP policies and supporting strategies and plans and the draft document coincides with work that has been underway since 2011, including the following plans and strategies:

- Environmental Management Strategy;
- Commercial and Industrial Strategy;
- Housing Action Plan;
- Housing Needs Report;
- "Walking Together" Cultural Plan;
- Economic Development Strategy;
- Community Social Safety Initiative;
- Strategic Transportation Plan; and
- New and in progress area plans.

Additional ongoing work projects, such as Corporate and Community Sustainability, updates to the Zoning Bylaw and Tree Protection Bylaw, Child Care Action Plan, green infrastructure, and development applications reflect a number of other new and revised policies in the RGS. *Metro 2050*'s new regional targets, maps, overlays, revised terminology, definitions, and updated land use descriptions are intended to help provide greater clarity for member jurisdictions.

City of Maple Ridge Comments Compiled to Date on *Metro 2050*

The introduction of new regional targets and stronger policy language regarding housing, the environment, and growth management may be viewed as prescriptive and treading into local government's land use jurisdiction. On September 27, 2021, staff presented suggested feedback on *Metro 2050*, including clarification on the definition and intent of some policies, specific policy wording changes to provide greater flexibility in policy implementation, and statements on current and future land use planning, which will have regional policy implications (see Appendix A).

The key areas of feedback received from Council on September 27, 2021 are summarized as follows:

- Maple Ridge is seeking to 'take its place' in the region, and wants to ensure that Metro 2050 provides flexibility in the realization of the City's future.
- The creation of local jobs and a diversified tax base is a primary goal.
- Maple Ridge has extensive rural, conservation and recreation, and agricultural land, which provide significant contributions to the region's environmental and urban containment objectives.

General Comments

Appendix A includes the City's comments of the draft *Metro 2050* in sequential order including feedback that was received from Council at the September 27, 2021 Workshop meeting. Each comment is provided with the applicable draft RGS policy.

Maple Ridge's comments include 22 policy wording changes to provide greater flexibility in policy implementation, five advocacy statements, three clarification comments, two participation and training requests as well as a list of forthcoming regional land use re-designations (see Appendix A).

Identifying Frequent Transit Development Areas

Frequent Transit Development Area (FTDA) is an overlay in the RGS that member jurisdictions can identify in their municipalities. *Metro 2050* defines an FTDA as:

> *Frequent Transit Development Areas (FTDAs) are intended to be additional priority locations to accommodate concentrated growth in higher density forms of development. They are identified by member jurisdictions and located at appropriate locations within the Major Transit Growth Corridors. FTDAs complement the network of Urban Centres, and are characterized by higher density forms of residential, commercial, and mixed uses, and may contain community, cultural and institutional uses. Urban design for these areas promotes transit-oriented communities where transit, cycling, and walking are the preferred modes of transportation. Identifying FTDAs within the Major Transit Growth Corridors 1) provides greater certainty and integration between local, regional, and transit plans, and 2) supports transit-oriented development planning across jurisdictional boundaries.*

As outlined in Metro 2050, new FTDAs must be located on the Major Transit Growth Corridor, defined as:

> *...areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new Frequent Transit Development Areas (FTDAs).... The Major Transit Growth Corridors have been identified as good potential locations for regionally-significant levels of transit-oriented growth based on a consideration of the following principles: anchored by Urban Centres or FTDAs, connected by the Major Transit Network, generally resilient to natural hazards, accessible to jobs and services, and walkable.*

Further, TransLink's Major Transit Network is a new concept introduced in *Transport 2050*, as:

> *the highest order of transit – with services that are high-capacity, high-frequency, fast, and reliable, travelling in dedicated rights-of-way all day, every day in both directions.*

Based on the definitions of FTDAs, Major Transit Growth Corridor, and Major Transit Network, Lougheed Highway west of the Town Centre is currently the only option to identify an FTDA. The Major

Transit Network is complimented by the Frequent Transit Network and the Local Transit Network, which provide additional transit services in the region. In Maple Ridge, Dewdney Trunk Road west of the Town Centre is identified for frequent transit, with service every 15 minutes, and local transit service is provided on 232 Street and 240 Street.

Environmental Targets:

With regard to *Metro 2050's* proposed new environmental targets and the recommended actions, outlined in the September 27, 2021 staff report, this section provides the information currently available to inform any further action.

It is noted that the regional targets are not intended to single out any one municipality for not meeting targets at a local level. Metro Vancouver is encouraging municipalities to state what they determine as appropriate local targets in the Regional Context Statement and how the local target contributes to the regional context. Metro Vancouver's analysis indicates that it would be feasible to protect 50% of the regional land base, while also accommodating planned greenfield urban and industrial development, if the remainder of the sensitive and modified ecosystems identified in the regional Sensitive Ecosystem Inventory (SEI), as well as additional small young forested areas (between one to five hectares in total), are protected from development.

The following discusses Maple Ridge Environmental Measures undertaken to date:

- The City of Maple Ridge's Performance Dashboard Hub has a target set to reach 40% tree canopy cover as a percentage of total land area and also track the hectares of land protected by environmental covenants and park dedication. Currently, Maple Ridge has 618 hectares of dedicated and covenanted land for environmental protection (this includes conservation areas and municipal and regional parks). Currently, Maple Ridge is achieving a tree canopy cover of 48% as a proportion of the city's entire land base. In comparison, Metro Vancouver's current tree canopy cover within the Urban Containment Boundary sits at 32%.

- The City's existing tree canopy target is different than the regional target, in that the *Metro 2050* target is for lands within the Urban Containment Boundary and not the entire land base, which includes large areas of forested and low intensity rural development. Maintaining and increasing tree canopy cover may be addressed through outcomes and recommendations within the City's upcoming Green Infrastructure Management Strategy, Integrated Stormwater Management Plan, and possibly through pending municipal wide Urban Forest Management strategies.

3.0 NEXT STEPS:

A formal submission will be made to Metro Vancouver with Council's resolution. These comments, as well as those of all other member jurisdictions, will be reflected in a revised version of *Metro 2050.* From there, Metro Vancouver will be starting the approval process of bylaw readings and member jurisdiction acceptance. Metro Vancouver's timeline is to have *Metro 2050* in effect by summer 2022.

Once the new RGS is in place, Maple Ridge will begin the process of updating its Regional Context Statement (RCS) to align with changes in *Metro 2050.* Largely, this alignment is consistent with policy work underway over the past decade. Part of the RCS process will be to review the regional land use designations and identify areas of change at the regional level. Included in the RCS process will be a comparison of the City's Urban Area Boundary and the regional Urban Containment Boundary to determine any necessary realignments.

Through these future land use redesignations, Maple Ridge re-affirms an employment future for areas such as Yennadon, Albion Flats, and Thornhill, and further reaffirms its intention to include Albion Flats in the Urban Containment Boundary.

CONCLUSION:

This report outlines all of Mayor and Council's feedback on *Metro 2050*, based on the discussion during the September 27, 2021 Workshop. As *Metro 2050* is an update to the existing *Metro 2040* and not an entirely new plan, the draft RGS is generally in alignment with Maple Ridge OCP policies. The introduction of new regional targets and stronger policy language regarding housing, the environment and growth management may be viewed as prescriptive and treading into local government's land use jurisdiction. The suggested feedback on *Metro 2050* includes clarification on the definition and intent of some policies, specific policy wording changes to provide greater flexibility in policy implementation, and statements on current and future land use planning, which will have regional policy implications. Additional clarification is also provided regarding the existing tree canopy cover and amount of protected environmental land, as they relate to the new regional targets. It is recommended that Council forward the City of Maple Ridge's *Metro 2050* comments, included as Appendix A to the report titled 'Draft Regional Growth Strategy *Metro 2050* – Referral Comments' dated November 9, 2021 to Metro Vancouver.

"Original signed by Amelia Bowden"

Prepared by: **Amelia Bowden, M.Urb, MCIP, RPP**
Planner 2

"Original signed by Charles Goddard"

Reviewed by: **Charles R. Goddard, BA, MA**
Director of Planning

"Original signed by Christine Carter"

Approved by: **Christine Carter, M.PL, MCIP, RPP**
GM: Public Works & Development Services

"Original signed by Scott Hartman"

Concurrence: **Scott Hartman**
Chief Administrative Officer

Appendix A - Formal Referral Comments Index
Appendix B - Link to Draft Metro 2050 (metrovancouver.org)

City of Maple Ridge Formal Referral Comments Index
Draft *Metro 2050*

Existing Policy Language	Proposed Resolution
Member Jurisdictions will: 1.1.9 Adopt Regional Context Statements that: d) Integrate land use planning policies with local and regional economic development strategies, particularly in the vicinity of the port and airports,to minimize potential exposure of residents to environmental noise and other harmful impacts.	Maple Ridge requests Metro Vancouver advocacy to NAV Canada to increase the aircraft height above 3000 ft for Practice Areas 185 and 188, and to consult with Maple Ridge should any further changes to Maple Ridge's air space be considered.
Member Jurisdictions will: 1.2.24 Adopt Regional Context Statements that: b) Include policies for Urban Centres and Frequent Transit Development Areas that: iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums; viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors;	Member Jurisdictions will: 1.2.24 Adopt Regional Context Statements that: b) Include policies for Urban Centres and Frequent Transit Development Areas that: iv) **consider** reducing residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums; viii) focus infrastructure and amenity investments (such as public works and civic and recreation facilities) in Urban Centres and Frequent Transit Development Areas, and at appropriate locations within Major Transit Growth Corridors **and other key neighbourhood locations;**
Member Jurisdictions will: 1.3.7 Adopt Regional Context Statements that: g) provide design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.	Member Jurisdictions will: 1.3.7 Adopt Regional Context Statements that: g) **consider** providing design guidance for existing and new neighbourhoods to promote social connections, universal accessibility, crime prevention through environmental design, and inclusivity while considering the impacts of these strategies on identified marginalized members of the community.

APPENDIX A

Existing Policy Language	Proposed Resolution
Member Jurisdictions will: 1.4.3 Adopt Regional Context Statements that: d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve;	Maple Ridge requests that Metro Vancouver advocates to the ALC to review ALR legislation to permit more intensive uses using technology.
Member Jurisdictions will: 2.1.10 Adopt Regional Context Statements that: c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas.	Member Jurisdictions will: 2.1.10 Adopt Regional Context Statements that: c) include policies that discourage the development and expansion of major commercial and institutional land uses outside of Urban Centres and Frequent Transit Development Areas **and other key neighbourhood locations.**
2.2.3 Prepare an Implementation Guideline covering the following topics: opportunities for Industrial lands to support new growth planning initiatives, new forms of industry and technologies, urban industry and e-commerce, design of industrial forms, guidance on setting criteria for trade-oriented lands, and other policy measures.	Maple Ridge requests participation in the preparation of the Industrial Implementation Guidelines identified in *Metro 2050*.
Member jurisdictions will: 2.2.9 Adopt Regional Context Statements that: c) include policies for Industrial lands that: i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted; iii) exclude uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone	Member jurisdictions will: 2.2.9 Adopt Regional Context Statements that: c) include policies for Industrial lands that: i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and **discourage non-industrial uses;** iii) **consider** excluding uses that are not consistent with the intent of Industrial lands and not supportive of industrial activities, such as medium and large format retail uses, residential uses, and standalone office

Existing Policy Language	Proposed Resolution
office uses, other than ancillary uses, where deemed necessary; d) include policies for Employment lands that: v) do not permit residential uses, except for an accessory caretaker unit; e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems. f) include policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).	uses, other than ancillary uses, where deemed necessary; d) include policies for Employment lands that: v) do not permit residential uses, except for an accessory caretaker unit **or a live-work use;** e) **consider including** policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems. f) **consider including** policies that assist existing and new businesses to adapt to the impacts of climate change and reduce their exposure to natural hazards risks, such as those identified within the regional growth strategy (Table 5).
2.3.3 Identify and pursue strategies and actions to increase actively farmed agricultural land, strengthen the economic viability of agriculture, and minimize conflicts between agriculture and other land uses, within or adjacent to agricultural land, in collaboration with the Province and the Agricultural Land Commission.	Maple Ridge requests further input and advocacy from Metro Vancouver on policy 2.3.3 to ensure that the economic viability of Maple Ridge's agricultural lands is addressed.
Member Jurisdictions will: 2.3.12 Adopt Regional Context Statements that: c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that: v) demonstrate support for economic development opportunities for agricultural operations that are farm related uses, benefit from close proximity to farms, and enhance primary agricultural production as defined by the *Agricultural Land Commission Act;*	Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands.

Existing Policy Language	Proposed Resolution
Member jurisdictions will: 3.1.9 Adopt Regional Context Statements that: b) include policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: i) drinking water supply areas; ii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers); vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability/risk to climate-related impacts. c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by requiring wildland interface planning, and	Member jurisdictions will: 3.1.9 Adopt Regional Context Statements that: b) **consider including** policies that support the protection and enhancement of lands with a Conservation and Recreation land use designation, which may include the following uses: i) drinking water supply areas; ii) environmental conservation areas; iii) wildlife management areas and ecological reserves; iv) forests; v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems); vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers); vii) ecosystems not covered above that may be vulnerable to climate change and natural hazard impacts, or that provide buffers to climate change impacts or natural hazard impacts for communities; and viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including: • major parks and outdoor recreation areas; • education, research and training facilities, and associated uses that serve conservation and/or recreation users; • commercial uses, tourism activities, and public, cultural, or community amenities; • limited agricultural use, primarily soil-based; and • land management activities needed to minimize vulnerability/risk to climate-related impacts. c) include policies that:

Existing Policy Language	Proposed Resolution
introducing measures such as physical buffers or development permit requirements; and	i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by **considering** wildland interface planning, and **considering** measures such as physical buffers or development permit requirements;
Metro Vancouver will: 3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to: a) increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050; and b) increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.	Request clarification on suggested strategies to meet new environmental regional target, including strategies to maintain and increase tree canopy cover as the community grows.
Member jurisdictions will: 3.2.7 Adopt Regional Context Statements that: a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1; c) include policies that: i) support the consideration of ecosystem services in land use decision-making and land management practices;	Member jurisdictions will: 3.2.7 Adopt Regional Context Statements that: a) **consider identifying** local ecosystem protection and tree canopy cover targets, and **create policy to** contribute to the regional targets in Action 3.2.1; c) **consider including** policies that: i) **address** ecosystem services in land use decision-making and land management practices;
Strategy 3.4 Encourage land use, infrastructure, and human settlement patterns that improve resilience to climate change impacts and natural hazards. 3.4.5 Adopt Regional Context Statements that include policies that: a) minimize risks associated with climate change and natural hazards in existing communities through tools such as heat and air quality response plans, seismic retrofit policies, and flood-proofing policies; and	Maple Ridge requests additional tools, training and resources with respect to climate change, emergency and natural hazard preparation, as it relates to land use planning as outlined in Strategy 3.4.

Existing Policy Language	Proposed Resolution
b) discourage new development in current and future hazardous areas to the extent possible through tools such as land use plans, hazard-specific Development Permit Areas, and managed retreat policies, and where development in hazardous areas is unavoidable, mitigate risks. 3.4.6 Incorporate climate change and natural hazard risk assessments into planning and location decisions for new municipal utilities, assets, operations, and community services. 3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies. 3.4.8 Adopt appropriate planning standards, guidelines, and best practices related to climate change and natural hazards, such as flood hazard management guidelines and wildland urban interface fire risk reduction principles.	
Member jurisdictions will: 4.1.8 Adopt Regional Context Statements that: c) identify policies and actions that contributed to the following outcomes: vii) integrated housing within neighbourhood contexts and high quality urban design; and	Maple Ridge requests a definition of integrated housing is needed to understand the policy implication of policy 4.1.8 c) vii).
Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that: a) indicate how they will, within their local context, work towards the regional target of 15% affordable rental housing in redeveloped and new housing development within Urban Centres and Frequent Transit Development Areas;	Maple Ridge requests a definition of affordable rental housing to understand the policy implication as it relates to the new housing target identified in policy 4.2.7 a).

Existing Policy Language	Proposed Resolution
Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that: c) identify the use of regulatory tools that protect and preserve rental housing; d) identify policies and actions that contribute to the following outcomes: i) increased supply of affordable rental housing in proximity to transit and on publicly-owned land; ii) increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss; iii) protection and renewal of existing non-market rental housing; iv) mitigated impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and	Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that: c) **encourage** the use of regulatory tools that protect and preserve rental housing; d) **consider** policies and actions that contribute to the following outcomes: i) **encourage** increased supply of affordable rental housing in proximity to transit and on publicly-owned land; ii) **encourage** increased supply of market and below-market rental housing through the renewal of aging purpose-built rental housing and prevention of net rental unit loss; iii) **encourage** protection and renewal of existing non-market rental housing; iv) **encourage mitigating** impacts on renter households due to renovation or redevelopment, and strengthened protections for tenants; and
Member jurisdictions will: 5.2.6 Adopt Regional Context Statements that: e) identify policies and actions to mitigate public exposure to unhealthy levels of noise, vibration, and air pollution associated with the Major Road Network, Major Transit Network, railways, truck routes, and Federal / Provincial Highways;	Maple Ridge requests advocacy from Metro Vancouver to CP Rail and CN Rail to address noise and vibration concerns caused by freight movement through Maple Ridge.

B. Following approval of the draft Metro 2050, the City of Maple Ridge will pursue the following regional land use re-designations:

Location	Current Regional Land Use	Proposed Regional Land Use	Proposed Regional Overlay
Yennadon Lands	General Urban	Employment	n/a
Albion Industrial Park Expansion east of 240 St	Rural	Industrial	n/a
Industrial Reserve Land	Rural	Industrial	n/a
Kanaka Business Park	Rural	Industrial	n/a
Lougheed Transit Corridor Area Plan	General Urban	General Urban	Corridor Frequent Transit Development Area
Lougheed Transit Corridor Area Plan	General Urban	Employment	n/a
203 Street and Lougheed Highway and vicinity	General Urban	General Urban	Station Frequent Transit Development Area
Albion Flats	Agriculture – Special Study Area	Employment (subject to ALC approvals), within the Urban Containment Boundary	n/a

Through these future land use re-designations, Maple Ridge re-affirms an employment future for areas such as Yennadon, Albion Flats, and Thornhill, and further reaffirms its intention to include Albion Flats in the Urban Containment Boundary.

From: [UEL]

Sent: Monday, November 29, 2021 2:59 PM

Subject: RE: Metro2050 Draft

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hi Tom,

UEL staff have reviewed the Metro 2050 Draft.

We have nothing further to add at this point.

Thank you for following up this us.

We look forward to being involved in future discussions around this project.

Best,

Senior Planning Analyst/Officer

University Endowment Plans

CITY CLERK'S DEPARTMENT
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November 24, 2021 File: 13-6500-20-0001/1

Sav Dhaliwal
Metro Vancouver Board Chair
4730 Kingsway
Burnaby, BC V5H 0C6

Jerry Dobrovolny
CAO, Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

Dear Mr. Dhaliwal and Mr. Dobrovolny:

Re: The Draft Metro 2050 Regional Growth Strategy

Thank you to Metro Vancouver Board Chair and Metro Vancouver staff who presented the *Metro 2050 Regional Growth Strategy* to the City of North Vancouver Council on Monday November 15, 2021. Council and the City strongly support the draft *Strategy* and encourage ongoing engagement with staff as the final version is prepared.

The attached Council report demonstrates that current City policies are broadly aligned with the draft *Metro 2050*, and, at this time, we do not have further comments specific to the details in the draft. However, during Council's discussion of the report, Mayor and Council provided some additional broader contextual comments on the draft *Metro 2050* and its impacts and opportunities for the future on the following subject areas:

Overall Comments:
The City had provided detailed staff comments throughout the spring and were pleased to see many adjustments and/or responses in the draft *Strategy*. In reviewing the draft, the City used the following questions as a lens for framing our comments and discussions with Metro Vancouver staff to ensure that the actions and policy directions were in alignment with regional goals and objectives, as well as the regional planning framework:

- Does the draft *Metro 2050* demonstrate the regional interest in the various topic areas?
- To what extent is that interest?
- To what level of regional involvement is being proposed and is it appropriate?

The City is particularly supportive of the policy shifts in the draft *Metro 2050* towards strengthening the commitment to addressing challenges related to growth, climate and environment, housing and affordability, and the inclusion and deeper integration of policy related to equity, reconciliation, livability, and wellbeing in the Region. The City is currently preparing *Mobility, Community Wellbeing, Climate and Environment,* and *Economic Strategies*, which are intended to further implement and enhance our *Official Community Plan* directions over the next 10 years and will align with and support the implementation of *Metro 2050*.

Managing Growth:
The *Regional Growth Strategy* has been successful at maintaining growth within the Urban Containment Boundary and focusing growth to the Urban Centres and Frequent Transit Development Areas. The added clarity and consistency for the Urban Centres and FTDAs framework is helpful and further supports growth in the most appropriate areas. However, additional conversations are needed on the distribution of growth throughout the Region. In some areas, growth is potentially being directed to locations where necessary services or transit options are not sufficiently planned or provided for. This runs a risk of increased car dependency and/or dilution of resources and supports. In other cases, including on the North Shore, known areas where future growth is being actively contemplated are not currently considered by the RGS.

Beyond where growth should occur, the cost of growth must also be appropriately managed. Ensuring that growth is accompanied by investment in essential infrastructure is critical to building a livable region. We need to continue to make progress in the efficient and sustainable delivery of services and utilities throughout Metro Vancouver and advocate for long term and stable funding for walking, cycling and transit options to build complete communities.

Responsibility, Accountability, Projections, and Targets:
Within the draft *Metro 2050* document, the City was pleased to see definition and clarity regarding the projections versus targets and that detailed municipal information would still be provided on an annual basis. Having regional targets that are both measurable and aspirational will ensure that, as a region, we are moving in the right direction.

Broadly, there should be an ongoing conversation at the Region about accountability to ensure that all member jurisdictions are all equitably and fairly supporting and participating in achieving key policy objectives around growth, housing, environment, climate, transportation, economy and more. Every member jurisdiction has to take responsibility and have accountability to deliver what is needed in the Region to support both current and future residents.

For example, we have some concern that the lack of jurisdiction specific affordable housing targets or commitments and the sub-regional approach to housing projections, in general, removes a layer of responsibility and accountability for housing objectives. This could result in those who are proactive in delivering affordable housing and facilitating new housing supply to bear more of the cost and carry the rest of the Region in this regard. In addition, as member jurisdictions are delivering on our commitments to the Region, we need all levels of government to be at the table to provide the funding and infrastructure necessary to support growth.

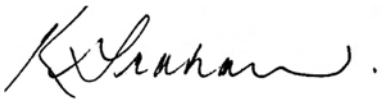
Supporting Information:
A number of policies have been drafted to allow for context specific interpretation. We are looking forward to the publication of the implementation guidelines to provide clarity on the intent as well as the “how” for local implementation. The guidelines should enable member jurisdictions to deliver on the actions and policy directions in a relatively coordinated and consistent approach across the Region.

There are big challenges in front of us at all levels and numerous interconnected crises that are converging. As a Region, we need to work together to achieve the goals and objectives and these conversations need to be ongoing and responsive to these challenges. The draft *Metro 2050 Regional Growth Strategy* is a positive step in advancing our regional goals and objectives. It continues to offer and support collaborative relationships to move us all forward.

Thank you for the opportunity to provide comments.

A copy of the staff report is enclosed for your reference. To view the complete report with attachments, please see cnv.org/your-government/council-meetings.

Yours truly,



Karla Graham, MMC
Corporate Officer

Encl.

cc R. de St. Croix, Manager, Long Range and Community Planning

Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: CITY OF NORTH VANCOUVER RESPONSE TO METRO VANCOUVER REGIONAL GROWTH STRATEGY: METRO 2050

Date: November 3, 2021 File No: 13-6500-20-0001/1

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

RECOMMENDATION

PURSUANT to the report of the Manager, Long Range and Community Planning, dated November 3, 2021, entitled "City of North Vancouver Response to Metro Vancouver Regional Growth Strategy: Metro 2050":

THAT this report containing the City of North Vancouver's comments on the July 2021 version of Metro 2050, the Draft Regional Growth Strategy, be forwarded to the Metro Vancouver Board of Directors for consideration.

ATTACHMENTS

1. Metro Vancouver Regional Growth Strategy: Process Update (CityDocs #2059828)
2. Metro Vancouver Regional Growth Strategy: Draft Metro 2050 (CityDocs #2110163)
3. Metro Vancouver Regional Industrial Lands Strategy (Council Report) (CityDocs #2005673)

SUMMARY

This report provides formal comments on the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050*.

BACKGROUND

Metro Vancouver began working on the *Metro 2050* update in 2019 and has engaged with member jurisdictions on a variety of policy review studies and specific topics. The

intent was to explore the existing policies and identify opportunities for improvement. City staff participated and provided comments on these reviews.

In 2021, Metro Vancouver began the process of content creation for the *RGS* update. Throughout the year, Metro Vancouver staff brought this work through the various boards and committees to receive ongoing feedback at all levels (Intergovernmental Advisory Committee, Member Councils, municipal staff, Regional Planning Committee, the Metro Vancouver Board, etc.). City of North Vancouver staff have participated in those meetings as appropriate. In addition, each month Metro Vancouver staff circulated content by goal area for the draft *Metro 2050* for staff review and input.

Staff prepared an information report in June 2021 (Attachment 1), which provided a process update and highlighted key comments on the work to date. This information was provided prior to the commencement of the draft *Metro 2050* public consultation.

The draft *Metro 2050* document was presented at both the Regional Planning Committee at its meeting on June 9, 2021 and to the MVRD Board at its meeting on June 25, 2021. The Board passed the recommendation to refer the draft out for comment and has run a public engagement period between July and November 2021.

Metro Vancouver staff held a public open house specific to the City of North Vancouver on September 27, 2021 from 3pm-5pm, there were no attendees. This was advertised through Metro Vancouver's communications as well as City communications and social media.

DISCUSSION

The following sections provide a high level overview of *Metro 2050* and provides formal comments on the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050* (Attachment 2).

About Metro 2050

A majority of the key policy directions and tools in *Metro 2040* are working well, including the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas (FTDA's), regional land use designations, and sewerage extension policies.

The update to the *Regional Growth Strategy (Metro 2050)* is being undertaken to extend the timeframe to the year 2050, integrate with *Transport 2050* (TransLink's new *Regional Transportation Strategy*), enable consideration of significant drivers of change, respond to new and emerging policy issues, fill policy gaps, and to implement policy improvements.

The focus of the update was largely framed around the results of the policy reviews; updates that reflect newly completed plans; a greater focus on affordable housing, the integration of land use and transportation planning, and climate adaptation; the addition of an equity lens; and, the strengthening of policies to be resilient to future uncertainties.

The following table provides the "at-a-glance" policy improvements and what they mean for the City of North Vancouver:

TOPIC	KEY POLICY UPDATES	WHAT DOES THIS MEAN FOR CITY OF NORTH VANCOUVER?
General Overview	• The *Regional Growth Strategy (Metro 2040)* is being updated. The new document will be titled *Metro 2050*.	• Within two years of adoption, CNV will be required to update the Regional Context Statement in the *Official Community Plan* to ensure alignment with the new and updated policy directions. • Given the City's current work on the new *Mobility Strategy*, *Community Wellbeing Strategy*, and *Climate and Environment Strategy*, many of these policy updates will have been addressed.
Growth Projections	• Updated projections to 2050 for population, housing, and employment. • Projections are provided by sub-region and not specific to individual member jurisdictions. This is intended to provide flexibility for member jurisdictions in preparing and adjusting local projections over time. The North Shore sub-region includes the City of North Vancouver, the District of North Vancouver, and the District of West Vancouver. • Housing Demand Estimates have been removed from the *RGS* but are available as a data set for municipal use.	• The updated projections are in alignment with anticipated City growth and current trends. • During a future *Official Community Plan* review, the City will need to consider land use capacities in alignment with these projections. • In recognition of the new provincial requirement to undertake local Housing Needs Reports (HNR) every five years, the Metro Vancouver Housing Demand Estimates (HDEs) have been removed from the regional growth strategy, but will continue to be made available to member jurisdictions to support research and policy development. Municipal progress in meeting housing needs will now be measured against the local HNR, with the expectation that Housing Action Plans are aligned with the HNR and updated accordingly.
Goal 1: Create a Compact Urban Area	• A clearer definition and hierarchy for Urban Centres and Frequent Transit Development Areas (FTDA's). • Three new designations: Corridor FTDA, Station Area FTDA, and High Growth Municipal Town Centre. • Components of the "Complete Communities" goal in *Metro 2040* were moved into Goal 1 to enable "Housing" to be its own goal in *Metro 2050*. • Improved definition of the regional role in the development of "Complete Communities" to better address the areas of social equity,	• The criteria and definitions will help to provide clarity on expectations, growth parameters, and transportation expectations and impacts for these designations. • The new Corridor FTDA will be applied to the existing Marine Drive/East 3rd Street FTDA. • Metro Vancouver has provided a variety of data and information to support the development of complete communities which the City uses to support the creation of new policy, initiatives, and projects. (Ex. Social Equity and Regional Growth Study which includes detailed equity mapping) • The City's upcoming *Community Wellbeing Strategy* will provide further

	housing, walkability, transportation, health outcomes, etc.	guidance related to social equity, housing, walkability, transportation, health outcomes, etc. as a part of building "complete communities".
Goal 2: Support a Sustainable Economy	• Alignment with the *Regional Industrial Land Strategy*. • Inclusion of a "Trade-Oriented Lands Overlay". Industrial lands with a Trade-Oriented Lands Overlay are not intended for stratification tenure or small lot subdivision in an effort to preserve these lands for industrial use. • Enabling limited residential uses (with an emphasis on affordable, rental units) on employment lands within 200 metres of a rapid transit station, and located within Urban Centres or FTDA's, where appropriate.	• City policy generally aligns with the *Regional Industrial Land Strategy*. • The City has 0.84km^2 of land designated as Industrial Use, a majority of which is owned by the Vancouver Fraser Port Authority. These lands are not currently contemplated for the "Trade-Oriented Lands Overlay", but could be reviewed as a part of a future OCP review. • The City has 0.43km^2 of land designated as Employment Use which could potentially consider the inclusion of limited residential uses. However, this is not contemplated at this time and would be subject to a future OCP review. • Future guidelines are anticipated to support the implementation of these policies.
Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	• Enhanced environmental policies to better integrate Sensitive Ecosystems and Ecosystem Services, and identify a regional green infrastructure network. • Updated policy actions to reduce energy consumption and greenhouse gas (GHG) emissions in the building and transportation sectors to align with *Climate 2050* and achieve regional targets of a 45% reduction in emissions below 2010 levels by 2030 and carbon neutral by 2050. • New targets to increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% and increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050. • Improved natural hazards and climate change impacts policy direction.	• City policy is generally in alignment with the proposed policies. • The City's upcoming *Climate and Environment Strategy* (*CES*) addresses and/or includes policy and targets to protect and enhance natural areas, and reduce GHG emissions from buildings and transportation to achieve climate targets. The City's 2050 target of net zero emissions aligns with the *Metro 2050* target, and consideration will be given to Metro Vancouver's 2030 interim target in the development of the City's *CES*. • Given the tree canopy cover and protected lands targets are regional, staff will consider the City's contribution and appropriate City-specific targets through natural systems and upcoming *Urban Forest Management Strategy* policy development. • Metro Vancouver has provided data and resources related to sensitive ecosystems, carbon storage and climate-related risks and vulnerabilities to support development of City policies.
Goal 4: Provide Diverse and Affordable Housing Choices	• Creation of a stand-alone "Housing" Goal and moving the "Complete Communities" components into Goal 1; • Emphasis on affordable housing in transit-oriented locations.	• The main change regarding how housing issues are addressed in *Metro 2050* is that 'Housing' is now a standalone goal, which underscores the importance of coordinated local and regional action. • Additional guidelines are anticipated to support the implementation of the

	• A regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas; and, • The addition of policies seeking expansion of rental housing supply and tenant protections.	proposed regional target of 15% affordable rental housing to be provided by development within Urban Centres and Frequent Transit Development Areas. Given this is a regional target, staff will be analyzing the data to see how this fits with the City's current housing program and development. • City policy is generally in alignment with the proposed policies on the expansion of rental housing supply and tenant protections, clarity of expectations, and advocacy. • The City's upcoming *Community Wellbeing Strategy* will provide further guidance related housing policy.
Goal 5: Support Sustainable Transportation Choices	• The addition of Major Transit Growth Corridors (MTGC) to align with *Transport 2050* and provide clarity for where Frequent Transit Development Areas (FTDA) can be located. • MTGC's are areas along TransLink's Major Transit Network where member jurisdictions, in consultation with Metro Vancouver and TransLink, may identify new FTDAs. The MTGCs have been identified as good potential locations for regionally-significant levels of transit-oriented growth. They are intended to be an organizing tool to support the identification of FTDAs as well as a growth monitoring tool to assess performance on transit-oriented development objectives.	• The MTGC's provide additional clarity for where FTDA's can be located. The City currently has two FTDA designations: (1) East 3rd Street and (2) Marine Drive. During future land use policy reviews, should there be a desire to add another designation, this will provide clarity on where would be most appropriate. • The City's upcoming *Mobility Strategy* will provide further guidance related to transportation policy. • Additional guidelines to support implementation are anticipated. • City policy is generally in alignment with the proposed policies.
Implementation	• Metro Vancouver will be providing additional guidelines on key topics to support implementation and the updates of Regional Context Statements. • Updated alignment of agricultural policies with ALC legislation and regulations; and • A clearer and more nuanced definition for the Rural land use designation.	• The City will use the additional guidelines to ensure alignment with and support the implementation of the *Metro 2050* policies.

The general directions and changes being proposed in the draft *Metro 2050 Regional Growth Strategy* are consistent with City goals, objectives, and policies. The City of

North Vancouver comments and feedback are largely around clarifying definitions and implementation requirements, which have been provided at the staff-to-staff level, as previously outlined in Attachment 1.

NEXT STEPS

With Council's endorsement of this report, these comments will be submitted to Metro Vancouver to meet the consultation deadline of November 26, 2021.

The formal acceptance period will begin in January of 2022 when a revised draft of *Metro 2050*, appended to a bylaw, will be considered for first and second reading by the MVRD Board, and a regional public hearing will be held in February of 2022. Between March and May of 2022 the City will have to opportunity to consider acceptance of *Metro 2050* by resolution. In June of 2022, at the end of the acceptance period, the *Metro 2050* bylaw will be presented to the MVRD Board for consideration of adoption.

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

FINANCIAL IMPLICATIONS

Nil.

INTER-DEPARTMENTAL IMPLICATIONS

Staff will continue to share information provided by Metro Vancouver related to the *Regional Growth Strategy* update, as it is received, for input and general awareness.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan* (2014). The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:



Renée de St. Croix, Manager, Long Range and Community Planning

Department Manager	Director	CAO

The Corporation of **THE CITY OF NORTH VANCOUVER**
PLANNING & DEVELOPMENT DEPARTMENT

INFORMATION REPORT

To: Mayor Linda Buchanan and Members of Council

From: Renée de St. Croix, Manager, Long Range and Community Planning

Subject: METRO VANCOUVER REGIONAL GROWTH STRATEGY: PROCESS UPDATE

Date: June 9, 2021 File No: 13-6500-20-0001/1

PURPOSE

This report provides an update on the process and activities for the *Metro Vancouver Regional Growth Strategy* update, titled *Metro 2050*. It also includes a high level description of proposed changes and staff comments to date.

BACKGROUND

The update began in 2019 with engaging member jurisdictions on a variety of policy review studies on specific topics:

- Urban Centre and Frequent Transit Development Area Policy Review
- Environment Policy Review
- Climate Change Policy Review
- Agriculture Policy Review
- Rural Lands Policy Review
- Industrial and Mixed Employment Policy Review
- Housing Policy Review
- Transportation Policy Review
- Complete Communities Policy Review
- Implementation Policy Review

The intent was to explore the existing policies and identify opportunities for improvement.

In 2021, Metro Vancouver began the process of content creation for the *RGS* update. Throughout the year, Metro Vancouver staff brought this work through the various boards and committees to receive ongoing feedback at all levels (Intergovernmental

Advisory Committee, Member Councils, municipal staff, Regional Planning Committee, the Metro Vancouver Board, etc.). City of North Vancouver staff have participated in these meetings as appropriate. In addition, each month Metro Vancouver staff circulated content by goal area for the draft *Metro 2050* for staff review and input.

Metro Vancouver has now completed the staff input period and is preparing to launch the public and Council consultation on the draft *Metro 2050* content. The full draft of *Metro 2050* will be presented to the Regional Planning Committee at its meeting on June 9, 2021 and to the MVRD Board at its meeting on June 25, 2021. If the Board passes the recommendation to refer the draft out for comment, an engagement period between July and November of 2021 will begin.

Following the Board meeting, letters will be prepared and sent to all affected local governments, school districts, IAC members, First Nations with interests in the region, and other stakeholders requesting that they review and provide formal written comments on the draft *Metro 2050*.

DISCUSSION

The following sections provide a high level overview of *Metro 2050* and the highlights of staff comments to date.

About Metro 2050

A majority of the key policy directions and tools in *Metro 2040* are working well, including the Urban Containment Boundary, Urban Centres and Frequent Transit Development Areas (FTDA's), regional land use designations, and sewerage extension policies.

The update to the *Regional Growth Strategy (Metro 2050)* is being undertaken to extend the timeframe to the year 2050, integrate with *Transport 2050* (TransLink's new *Regional Transportation Strategy*), enable consideration of significant drivers of change, respond to new and emerging policy issues, fill policy gaps, and to implement policy improvements.

The focus of the update was largely framed around:

- The results of the policy reviews;
- Updates to reflect completed plans since *Metro 2040*'s adoption;
- A greater focus on affordable housing, the integration of land use and transportation planning, and climate adaptation;
- The addition of an equity lens; and,
- The strengthening of policies to be resilient to future uncertainties.

The "at-a-glance" policy improvements include, but are not limited to:

- **Growth Projections:**
    - Updated projections (to 2050) for population, housing, employment and land use; and,

- Updated Housing Demand Estimates (removed from *RGS* but available for municipal use).

- **Goal 1: Create a Compact Urban Area**
  - A clearer definition and hierarchy for Urban Centres and Frequent Transit Development Areas (FTDA's), including 3 new designations:
    - Corridor FTDA
    - Station Area FTDA
    - High Growth Municipal Town Centre (new Urban Centre)
  - Components of the "Complete Communities" goal in *Metro 2040* were moved into Goal 1 to enable "Housing" to be its own goal in *Metro 2050*;
  - Improved definition of the regional role in the development of "Complete Communities" to better address the areas of social equity, housing, walkability, transportation, health outcomes, etc.; and,
  - Clarification on definition and application of regional land use designations.

- **Goal 2: Support a Sustainable Economy**
  - Alignment with the *Regional Industrial Land Strategy*;
  - Inclusion of a Trade-Oriented Lands Overlay; and,
  - Enabling some residential use in employment areas within 200m of rapid transit.

- **Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards**
  - Enhanced environmental policies to better integrate Sensitive Ecosystems and Ecosystem Services.

- **Goal 4: Provide Diverse and Affordable Housing Choices**
  - Creation of a "Housing" Goal and moving the "Complete Communities" components into Goal 1;
  - Emphasis on affordable housing in transit-oriented locations;
  - A proposed regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas; and,
  - The addition of policies seeking expansion of rental housing supply and tenant protections.

- **Goal 5: Support Sustainable Transportation Choices**
  - The addition of Major Transit Growth Corridors (MTGC's) to align with *Transport 2050* and provide clarity for where FTDA's can be located.

- **Implementation:**
  - Updated alignment of agricultural policies with ALC legislation and regulations; and
  - A clearer and more nuanced definition for the Rural land use designation.

The general directions and changes being proposed are consistent with City goals, objectives, and policies.

Highlights of Staff Comments

Throughout the *Regional Growth Strategy* update process, City staff have been participating in discussions, presentations, and meetings, and providing feedback as requested. The areas of comment have been focused on the following:

- **Growth Projections:** City staff worked with Metro Vancouver staff to review and analyze the growth projections, including population, dwelling units, and jobs, such that they align with anticipated City growth and trends. Other key considerations included whether these were targets or projections as the terminology could impact how they are used and referenced in future work.

- **Goal 1 Create a Compact Urban Area:** *Metro 2050* contemplates two forms of Frequent Transit Development Areas – Corridor and Station Area – to better articulate the different forms of transit oriented development occurring in the Region. There is also a new Urban Centre – High Growth Municipal Town Centre – presented as an opportunity to acknowledge those areas that are experiencing high growth and are beyond the expectations of a Municipal Town Centre, but would not be considered a Regional City Centre or Metro Core. City staff requested further clarity on the definitions of the designations and the reasoning for choosing one designation over another, with particular attention to criteria for each classification.

- **Goal 2 Support a Sustainable Economy:** *Metro 2050* contemplates enabling limited residential use within employment areas if located within 200m of a rapid transit station to encourage more affordable options close to transit and to jobs. The focus of staff commentary was on clarity and consistency of the definition of industrial lands and employment lands and what the trade-oriented lands overlay would look like.

- **Goal 3 Protect the Environment and Respond to Climate Change and Natural Hazards:** The City's comments focused on the alignment of the new targets provided for climate neutrality, protected lands, and tree canopy, as well as data and measures to support these targets, with the City's climate and environmental policy directions. Additional comments were focused on coordinating mapping and directions between the *Metro 2050* and *Climate 2050*.

- **Goal 4 Provide Diverse and Affordable Housing Choices:** The main change regarding how housing issues are addressed in *Metro 2050* is that 'Housing' is now a standalone goal, which underscores the importance of coordinated local and regional action. The City's input focused on the data (Housing Demand Estimates), a proposed regional target that 15% affordable rental housing be provided by development within Urban Centres and Frequent Transit Development Areas, the addition of policies seeking expansion of rental housing supply and tenant protections, clarity of expectations, and advocacy.

In recognition of the new provincial requirement to undertake local Housing Needs Reports (HNR) every five years, the Metro Vancouver Housing Demand Estimates (HDEs) have been removed from the regional growth strategy, but will continue to be made available to member jurisdictions to support research and policy development. Municipal progress in meeting housing needs will now be measured against the local HNR, with the expectation that Housing Action Plans are aligned with the HNR and updated accordingly.

The proposed new actions for rental housing and tenant protections largely align with the approaches that the City already has in place.

- **Goal 5 Support Sustainable Transportation Choices:** *Metro 2050* proposes the addition of Major Transit Growth Corridors, which are intended to align with *Transport 2050* and provide guidance as to where FTDA's can be located. The City's comments focused on providing clarity on the use of this designation and its implementation. Additional comments were focused on coordinating mapping and directions between the *Metro 2050* and *Transport 2050*.

- **Implementation:** Metro Vancouver will be providing implementation guidelines to support the implementation of *Metro 2050*. The City's offered feedback on the proposed processes and timeframes.

NEXT STEPS

Metro Vancouver will present to Council an update on the process and highlight key areas of interest to the City of North Vancouver on June 21, 2021. Following the MVRD Board meeting of June 25, 2021, the City will be requested to review and provide formal written comments on the draft *Metro 2050*. Metro Vancouver staff will return to Council to provide a presentation and information on the draft, highlighting key content changes, in the early fall. Staff will then prepare a report in the fall for Council's consideration on the draft to submit formal written comments before the deadline of November 26, 2021.

In addition to the above, City staff will be participating in a series of optional "working group" sessions over the summer, hosted by Metro Vancouver. They will be focused on specific topic areas of *Metro 2050* and enable further discussion of any concerns, ideas or comments, as well as support the preparation of the formal comments.

The formal acceptance period will begin in January of 2022 when a revised draft of *Metro 2050*, appended to a bylaw, will be considered for first and second reading by the MVRD Board, and a regional public hearing will be held in February of 2022. Between March and May of 2022 the City will have to opportunity to consider acceptance of *Metro 2050* by resolution. In June of 2022, at the end of the acceptance period, the *Metro 2050* bylaw will be presented to the MVRD Board for consideration of adoption.

The City will then have two years, until July 2024, to submit a new Regional Context Statement that demonstrates how the Official Community Plan is generally consistent, or will become consistent with *Metro 2050* over time.

FINANCIAL IMPLICATIONS

NIL.

INTER-DEPARTMENTAL IMPLICATIONS

Staff will continue to share information provided by Metro Vancouver related to the *Regional Growth Strategy* update, as it is received, for input and general awareness.

STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The *Regional Growth Strategy* is intended to align with and build on the key objectives and policies in the City's *Official Community Plan* (2014). The *RGS* also aligns with the vision and priorities of Council's 2018-2022 *Strategic Plan*.

RESPECTFULLY SUBMITTED:

Renée de St. Croix
Manager, Long Range and Community Planning

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South Coast British Columbia
Transportation Authority

October 29, 2021

Sav Dhaliwal
Chair, Metro Vancouver Board
Metro Vancouver
Metrotower III, 4730 Kingsway
Burnaby BC, V5H 0C6

RE: July 14, 2021 Letter: Draft *Metro 2050*: Referral for Comment

Dear Chair Dhaliwal,

Thank you for your letter dated July 14, 2021 and the opportunity to comment on Metro Vancouver's draft Regional Growth Strategy (RGS), Metro 2050. Our understanding is that for the purposes of the Regional Growth Strategy, TransLink is considered an affected local government and that Metro Vancouver is mandated by the *Local Government Act* to seek the acceptance of the draft strategy by affected local governments. TransLink's comments on the draft Metro 2050 document are provided based on our legislative mandate in the *South Coast British Columbia Transportation Authority Act* to review the RGS and advise Metro Vancouver on implications to the regional transportation system.

TransLink has been closely involved in the development of Metro 2050. Our participation has included formal representation on the Metro 2050 Intergovernmental Agency Committee and subject-specific working groups, as well as ongoing collaboration at the staff, managerial and executive levels.

TransLink is simultaneously embarking on Transport 2050, the new 30-year Regional Transportation Strategy. This has provided opportunities for co-engagement on the two strategies and has resulted in close alignment of the policies, strategies and actions between the documents. We would like to take this opportunity to emphasize our commitment to tight coordination between our two agencies and the importance of strong alignment between Metro 2050 and Transport 2050. We look forward to continuing to improve that integration moving forward.

TransLink is supportive of the directions laid out in Metro 2050 document as a whole. TransLink's primary comment relates to the growth frameworks and tools to align land use and transportation investments. Secondary comments have been included relating to the following areas: planning with Indigenous communities, affordable housing, parking, and the industrial lands strategy.

Primary area of focus: Land Use - Transportation Coordination

Land use influences how far we need to travel to different destinations. This, in turn, impacts the modes we're likely to use and the total kilometres we're likely to travel every year. This relationship is clearly laid

out in Metro 2050 with a comprehensive set of policies and tools to coordinate land use and transportation.

Metro 2050 sets out important policies to limit urban sprawl and foster complete communities that are pedestrian and transit friendly. TransLink supports these policies through its provision of transportation infrastructure.

Of particular importance is the coordination of future transit investments with areas of population and employment growth. These major transit investments both respond to and help shape the surrounding land use. New tools have been proposed in Metro 2050 that are addressed below.

Major Transit Network and Major Transit Growth Corridors

Transport 2050 identifies that there are multiple layers to the transit network with each serving a purpose. The Major Transit Network (MTN) is a new layer being introduced in Transport 2050. The MTN is the highest order of transit with services that are high capacity, high frequency, fast and reliable, and travel in dedicated rights of way.

At the same time, Metro 2050 proposes the new Major Transit Growth Corridor (MTGC) concept. This new organizing principle for growth will help support the success of the MTN network and further focus growth in the most transit supportive areas. The Major Transit Growth Corridors have been identified as good potential locations for regionally significant levels of transit-oriented growth.

Previously, Frequent Transit Development Areas (FTDA's) were intended to be located on the Frequent Transit Network. As TransLink continues to expand the Frequent Transit Network in the future, it will become less effective as an organizing principle for focusing the location of regional growth. The new requirement for FTDA's to be located within the MTGC's creates a strong link between growth and transit infrastructure, helps to support the emerging MTN network, and appropriately focuses growth in the right areas.

TransLink supports the approach taken in Metro 2050 wherein only the most growth-appropriate locations along the MTN are designated as MTGC's. At the same time, Metro 2050 could provide more clarity on how these corridors were selected. It is important to emphasize that transit is an important but not exclusive feature of how the MTGC's were identified. TransLink would be supportive of including the principles upon which the MTGC's were selected in the Metro 2050 document to enhance transparency and effectiveness:

- anchored by Urban Centres or FTDAs,
- connected by the Major Transit Network,
- generally resilient to natural hazards,
- accessible to jobs and services, and
- walkable.

Complexity of the growth hierarchy

While TransLink remains supportive of the new MTGC tools to help direct growth, we are also cognizant of concerns that the new hierarchy and tools may undermine the power of simplicity of earlier iterations of the RGS. Some municipalities have voiced concerns over the complexities of identifying MTGC's, then

designating FTDA's within the MTGC's. Similarly, an additional layer of hierarchy is being created with the high growth municipal town centres. TransLink will continue to work with Metro Vancouver through the ongoing Metro 2050 staff working groups to help address these concerns to ensure that the growth hierarchy remains understandable and effective.

Incentivizing the designation of Frequent Transit Development Areas

Metro Vancouver staff have noted that the uptake of the FTDA designations by the municipalities has been somewhat limited in the past. The new MTGC and FTDA framework may not provide enough incentives for municipalities to expedite the designation of FTDA's, and TransLink encourages the exploration of further tools and incentives.

TransLink has adopted certain practices that confer benefits on FTDA's. A primary example of this is that local government projects aimed at improving walking access to transit (e.g. new sidewalks, improved street crossings) in areas of regionally significant growth that are identified in the RGS, including Urban Centres and FTDA's, are eligible for up to 75% cost share funding from TransLink. Incentivizing the adoption of FTDA's is an area that would benefit from further discussion and refinement.

Secondary considerations:

Land Use Planning with Indigenous Communities

The drafting of Metro 2050 and Transport 2050 documents have included engagement with Indigenous communities. TransLink's ongoing engagement has underscored the need for greater participation from Indigenous peoples and communities in land use and transportation planning processes. More collaborative relationships between both regional transportation and land use planning authorities and First Nations communities will help build mutual respect, and support the implementation of *British Columbia's Declaration on the Rights of Indigenous Peoples Act,* the calls for Justice in the Final Report of the National Inquiry into Missing and Murdered Indigenous Women and Girls, and the Truth and Reconciliation Reports Calls to Action.

Most Indigenous communities, at the same time, are faced with limited resources to participate in formal processes. There is an opportunity for Metro Vancouver, TransLink, and member municipalities to collaborate and streamline more inclusive processes so that Indigenous Nations and communities can effectively participate in planning decisions. This is an area where TransLink sees opportunities for further work and collaboration with Metro Vancouver.

Affordable Housing

Housing tenure and affordability near transit is an important consideration. Phase 1 of Metro Vancouver's Transit-Oriented Affordable Housing Study found that renter households, particularly those with lower incomes, are more likely to use transit. The Transit-Oriented Affordable Housing Study also demonstrated the importance of transportation costs to the overall transportation and housing cost burden. Access to frequent transit lowers transportation costs and improves access to services and employment. The creation of rental housing near frequent transit, particularly affordable housing, would help support transit ridership and meet the unmet housing demand that exists across the region.

Strategy 4.2.3 sets out a target of 15% affordable rental housing in new and redeveloped Urban Centres and Frequent Transit Development Areas, with affordable housing defined as being affordable to households earning up to 120% of the Regional Median Household Income. Given the importance that transportation plays in the overall transportation and housing cost burden and the importance for transit ridership, TransLink encourages consideration of a higher percentage of affordable housing in transit oriented locations. Recognizing that every part of the region is unique and that an affordable housing target that is ambitious in one area may already be easily achieved in another area, TransLink encourages Metro Vancouver to consider geography-specific targets for different parts of the region.

Setting a higher benchmark will position Metro Vancouver and TransLink to aim for higher affordability targets through collaborative work done in relation to Supportive Policies Agreements that are signed with municipalities ahead of major transit investments. This aligns with senior government priorities to leverage transit investments to increase the supply of affordable housing and will help advocacy efforts for more senior government funding for affordable housing.

Mitigating land speculation and price inflation

Growth designations in the RGS can have implications for affordability and can drive up the cost of land in anticipation of higher density zoning, reducing the feasibility of affordable transit-oriented housing. TransLink would welcome more specificity in Metro 2050 on tools and strategies to mitigate the inflation of land prices as a result of land use designations and to incentivize increased development of affordable housing.

Rezoning can also hasten the replacement of existing affordable housing with more expensive housing forms without appropriate strategies in place. Tools are needed to ensure the protection and expansion of transit-oriented affordable housing in the face of rising unaffordability and displacement.

Parking

Parking is a critical factor in influencing travel behaviours. Metro Vancouver's Regional Parking studies have shown that parking supply significantly exceeds demand in most apartments. Parking minimums contribute to the oversupply of parking, subsidize the cost of car use, reduce affordability and work against sustainable mode share and GHG emission targets.

Action 1.2.24 b iv in M2050 suggests "reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums." T2050 proposes a more rigorous approach by calling for the elimination of parking minimums in all new developments, as well as pricing of parking to encourage efficient usage and turnover. Given the importance of parking in travel behaviour, urban form, sustainability and affordability, TransLink encourages a stronger action and closer alignment with T2050 language.

Industrial Lands Strategy

Strong policy language is necessary to protect industrial lands that serve as a shared regional resource. Appropriately placed industrial lands help achieve the shared regional goals of reducing travel distances, facilitating goods movement, and promoting a strong economy. From the perspective of land use and transportation alignment, the Industrial Lands Strategy recognizes the need to align the nature of the specific land use with the most appropriate transportation and transit access.

TransLink is cautiously supportive of revisions that allow limited residential mixed-use in close proximity to major rapid transit stations within employment lands. TransLink recognizes the acute need to preserve these lands for non-residential uses, and encourages consideration of careful measures to mitigate associated speculation and industrial land price increases as well as firmness and clarity on the prevention of further residential encroachment beyond what is proposed in the current draft. This clarity will be important to signal to the market that industrial and employment lands will very much be protected for industrial and employment uses moving forward.

Also of importance is the recognition that industrial sites which are difficult to serve efficiently by transit, typically due to their more remote location in the region, are most appropriate for those industrial uses that have low employment density and low trip generation. TransLink is supportive of the strategies and actions proposed in Metro 2050 that help protect and enhance industrial lands.

Continued Collaboration

Thank you for the opportunity to comment on the proposed M2050 document. TransLink looks forward to continued coordination with Metro Vancouver on both the M2050 and T2050 documents. If you have any questions or clarifications regarding this response, please contact Geoff Cross, Vice President of Planning and Policy at Geoff.Cross@TransLink.ca.

Sincerely,



Tony Gugliotta
Chair, TransLink Board

Copy: Geoff Cross, Vice President, Transportation Planning and Policy, TransLink

Langley City
THE PLACE TO BE

Langley City Hall, 20399 Douglas Crescent, **Langley**, BC Canada V3A 4B3
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December 7, 2021

Metro Vancouver
Metrotower III
4515 Central Boulevard
Burnaby, B.C.
V5H 0C6

Attention: Sav Dhaliwal, Board Chair

Dear Sir: Our File: 6410.00

RE: *METRO VANCOUVER 2050* – DRAFT REGIONAL GROWTH STRATEGY

Langley City Council received the referral of the draft regional growth strategy (RGS) on July 21, 2021. Following a presentation from Metro Vancouver staff on November 1, 2021, Council considered *Metro Vancouver 2050* and adopted the following comments at its Regular Meeting on December 6, 2021.

1. General

Metro Vancouver 2050 builds upon the goals and strategies of the existing RGS and presents a strong vision for the management of growth in the region. The draft RGS shares and supports many of the same goals as the City's new Official Community Plan. While the City generally endorses the draft new RGS, it is concerned with the increasingly detailed and prescriptive expectations of member municipalities. Each successive Metro Vancouver RGS from *the Livable Region Strategic Plan* (1996) to *Metro Vancouver 2040* (2011) and the current draft RGS, *Metro Vancouver 2050,* has imposed greater requirements on members, in many cases necessitating new work programs or reducing local autonomy over planning and development decisions.

2. Urban Centres & FTDA's (Table 3)

Table 3 adds new urban centre and Frequent Transit Development Area categories to the RGS. In the City's view, the proposed framework of centres and overlays is unnecessarily complex for a regional plan. In this light, each new category reduces clarity and weakens the City's preferred emphasis on Regional City Centres which have provided the foundation for regional planning policy in Greater Vancouver since the 1970's.

3. Employment Land Policies (Sec. 2.2.9 d) vi))

Metro Vancouver 2050 includes a new exemption to allow residential development on Employment lands in urban centres located within 200 metres of a rapid transit station. This

exemption is at odds with the City's land use policies in its recently adopted Official Community Plan (OCP) which permit only caretaker's dwellings in Mixed Employment areas (RGS Employment lands). The City believes that the proposed exemption may increase speculation, inflate Employment land values and encourage OCP amendment applications. The City's preferred approach would be to adjust the land use designation mapping where appropriate rather than weaken the Employment land policies with exemptions.

4. Ecosystem Protection & Tree Canopy Cover Targets (Sec. 3.2.7 a))

The new ecosystem protection and tree canopy targets identified in the draft RGS are attractive, aspirational goals for the region. While the City applauds the goals, it would caution that the specific targets may not be realistic or achievable in a region projected to grow by one million inhabitants. In the City's case, as a fully urbanized and developed municipality, there is very limited capacity to add to the protected land base. At the same time, continuing redevelopment at higher densities and lot coverages will require a concerted tree planting program to replace and ultimately enhance the tree canopy. An Urban Forest Strategy is required in order to determine an achievable tree canopy target for the City.

5. Affordable Rental Housing Target (Sec. 4.2.7 a))

The City supports the goal of achieving a 15% affordable rental housing component within new development or redevelopments in the region. However, while non-market affordable housing units can be measured, monitored and secured through housing agreements, the affordable rental units offered through the housing market are not easily identified and can only be measured reliably at five-year intervals with Census data. In addition, the regional target makes no allowance for existing conditions at the local level. In 2016 for example, the City of Langley had the second lowest shelter cost for rented dwellings and the highest proportion of tenant households in subsidized housing in the region. An update to the City's Affordable Housing Strategy will be required in order to determine an appropriate contribution to the regional target.

6. Map 2 – Regional Land Use Designations

The regional land use designations shown in Map 2 should be revised to reflect the City's recently adopted Official Community Plan and Regional Context Statement (see attached Regional Land Use Designations Map from OCP Bylaw No. 3200).

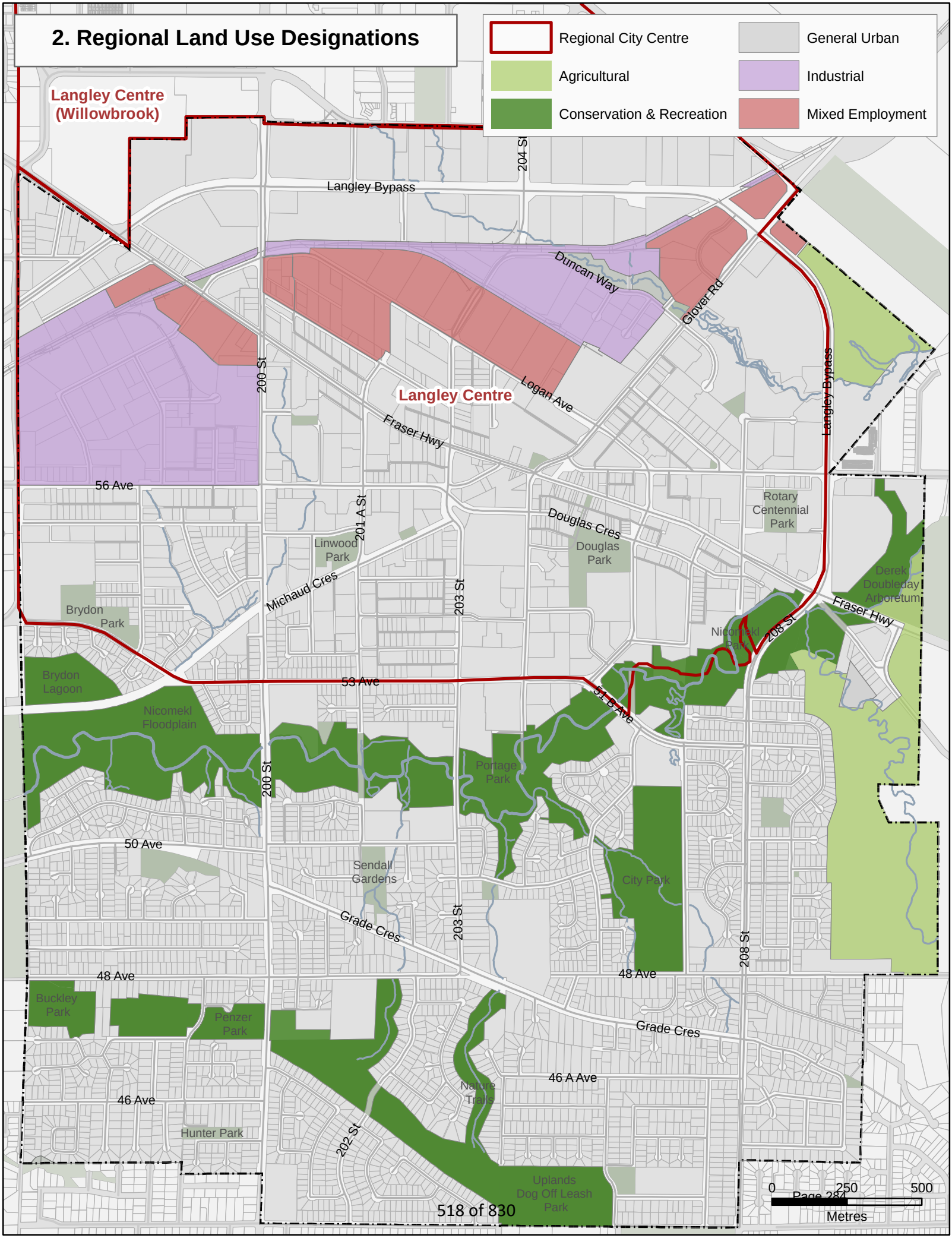
The City strongly supports Metro Vancouver's initiative to update the regional growth strategy and appreciates the opportunity to participate in this vital process at the Board, committee and staff levels. Langley City Council and staff look forward to continued cooperation and dialogue with the region as we progress towards adoption of *Metro Vancouver 2050*.

Yours truly,

Val van den Broek

Val van den Broek, Mayor

cc: Langley City Council
Francis Cheung, P. Eng., Chief Administrative Officer
Carl Johannsen, RPP, MCIP, Director of Development Services


2. Regional Land Use Designations
Regional City Centre
General Urban
Agricultural
Industrial
Conservation & Recreation
Mixed Employment
Langley Centre (Willowbrook)
Langley Centre
Langley Bypass
Duncan Way
Glover Rd
Logan Ave
Fraser Hwy
56 Ave
53 Ave
51 B Ave
50 Ave
48 Ave
46 Ave
46 A Ave
200 St
201 A St
203 St
204 St
208 St
202 St
Douglas Cres
Michaud Cres
Grade Cres
Rotary Centennial Park
Linwood Park
Douglas Park
Brydon Park
Brydon Lagoon
Nicomekl Floodplain
Nicomekl Park
Derek Doubleday Arboretum
Portage Park
Sendall Gardens
City Park
Buckley Park
Penzer Park
Nature Trails
Hunter Park
Uplands Dog Off Leash Park
0
250
500
Metres

Tsleil-Waututh Nation
səlilwətaɬ

December 1, 2021

TWN Code: 21-245

Sean Galloway
Director of Regional Planning and Electoral Area Services
Metro Vancouver
4730 Kingsway, Burnaby BC V5H 0C6

RE: Draft Metro 2050 Regional Growth Strategy

Dear Sean Galloway,

Tsleil-Waututh Nation ("TWN") has reviewed correspondence and draft materials for the Metro 2050 Regional Growth Strategy, the "Plan". This review was made possible through participation funding from Metro Vancouver.

We have reviewed these documents from the perspective of TWN's Stewardship Policy (published January 2009). This Policy flows from TWN's constitutionally protected rights, title and interests within our unceded territory, as an expression of our role as stewards of our lands and resources. TWN's central goal is to expand participation in all planning and development processes that take place within the Consultation Area, enhancing environmental, social and economic outcomes that can be equitably shared.

This letter is not intended to be a complete or comprehensive list or description of specific concerns regarding the draft Plan. Ongoing and detailed consultation throughout the Plan' development will be necessary to address potential impacts to TWN's rights, title and interests as they arise.

TWN only considers consultation to be meaningful if we are provided with adequate time and resources to fully review and provide comments on plan-related documents (e.g., studies, study scopes, sub-plans, applications) at all stages of the Plan's development, and our expertise and perspective is genuinely considered and incorporated in the planning process. TWN requests to see all examples of where our input has been included in this review and all other plan-related documents.

Please find attached the following:

1) TWN Stewardship Policy
2) TWN Comments on the draft Metro 2050 Regional Growth Strategy
3) TWN Public Reports and Resources

3178 Alder Court, North Vancouver, BC V7H 2V6 **P:** 604-929-3454 **T:** 604 929 4714

Thank you for the opportunity to contribute the perspective and technical expertise of Tsleil-Waututh Nation on the draft Plan materials. We look forward to working collaboratively to ensure that any adverse impacts from are limited and that meaningful benefits are returned to the affected First Nations. Please contact our Referrals team (referrals@twnation.ca) if you have any questions or to discuss this letter.

Respectfully,



Brittany John
Consultation and Accommodation Manager
Treaty, Lands and Resources Department

Ref Number	TWN Comment	Section Reference	Page Number
1	TWN recommends including a fourth mission which demonstrates the recognition of Indigenous values and knowledge as essential to carrying out three broad roles identified. Suggested language could be: Mission #4: Strengthen relationships with Indigenous communities and incorporate Indigenous values and science while carrying out the broad goals identified.	Mission	iv
2	TWN is encouraged to see that Metro Vancouver acknowledges fostering relationships with First Nations and other Indigenous groups as important for the regional district and its member jurisdictions. TWN hopes to see language built into policy and regulation that identifies the need to meaningfully consult and accommodate with First Nations.	Working Together with First Nations	2
3	Please include that Indigenous communities continue to thrive in the shared territory and aim to enhance the current environmental stewardship measures. Since time out of mind, the Indigenous rights holders of the region have responsibly stewarded and maintained their collective territories.	Indigenous Context: A Rich History and Vibrant Modern Presence	4
4	TWN requests the RGS incorporate Indigenous science and values, particularly in regards to protecting the environment and preparing for climate change.	Protecting the Environment; Preparing for Climate Change and Natural Hazards	7
5	Please include fostering Indigenous relationships and incorporating Indigenous values and knowledge. TWN request the RGS consider a more holistic approach to developing this strategy. The goals identified should consider the past, present, and future impacts and implications and go beyond the scope of the regional district's mandate.	Metro 2050 Vision	9
6	TWN recommends including language which identifies the need to protect Indigenous cultural sites and resources.	Land Use Designations	13
7	TWN is interested to learn more about the projected growth of the various sub-regions identified in Figure 3. What are the implications on the existing infrastructure? (E.g. Water and waste services). How is Metro Vancouver planning to accommodate growth while maintaining development in the existing areas that already have infrastructure? TWN requests the regional district consider the cumulative effects that the future infrastructure upgrades will have on each other in the region.	Growth Projections	17
8	TWN agrees that development should be aimed to be within Urban Containment Boundaries. TWN supports building more efficiently, rather than building more.	Growth Projections	20
9	Include collaboration with First Nations to incorporate Indigenous science and holistic understanding of our region's water quality conditions and goals. Please consult and include the *Burrard Inlet Water Quality Objectives* (https://www2.gov.bc.ca/gov/content/environment/air-land-water/water/water-quality/water-quality-objectives/south-coast-region-water-quality-objectives/burrard-inlet-water-quality-objectives) and the *Burrard Inlet Action Plan* (https://twnsacredtrust.ca/burrard-inlet-action-plan/).	1.1.3	26
10	Include protection of cultural sites and resources before approving new utilities.	1.1.5	26
11	Include consulting with First Nations land use planning policies.	1.1.9 d)	27
12	Include First Nations in consultation regarding planning of new or expanded major transit capital investments.	1.2.18	30
13	With First Nations, advocate to the Federal Government to support coordination of growth, land use, and transportation planning at the regional scale.	1.2.21	30
14	Advocate to the Federal Government that the Vancouver Port Authority and the airport operators consider cumulative effects when implementing measures to mitigate traffic, noise, air pollution, vibration, and water quality.	1.2.22	30
15	First Nations growth must be considered in this planned growth analysis.	1.2.24	30
16	Provide equal opportunity to local First Nations to incorporate cultural recognition to urban centers.	1.2.24	31
17	TWN shares the goal of implementing green infrastructure wherever possible.	1.2.24	31
18	Incorporate Indigenous science and values along with the advice, assistance, research and data the regional district plans to provide member jurisdictions.	1.3.2	36
19	Include protection of Indigenous cultural sites and resources.	1.4.3	38
20	TWN requests the regional district to include language that encourage member jurisdictions to inform local First Nations of economic opportunities. Early notification of and collaboration of these economic opportunities help First Nations coordinate and build capacity, which aids in nations' efforts towards self determination. Further, TWN has maintained working partnerships with various agencies who may have interest in economic development opportunities.	Goal 2: Support a Sustainable Economy	41
21	Include the consideration of sustainability, environmental protection, and Indigenous rights to lands.	2.1.1	43
22	TWN encourages the regional district to advocate the Port of Vancouver utilizes existing industrial land, rather than creating new port industrial land to accommodate a sustainable economy.	2.1.7	44
23	TWN encourages the regional district to require sustainable development technology is incorporated into built form for urban centers, transit hubs, industrial and employment lands.	2.2.7	45
24	TWN recommends the local food systems and programs consider protection of the local habitat and ecosystems, particularly water quality.	2.3.12	49
25	TWN requests that Metro Vancouver considers adding to this section to better reflect First Nations intrinsic value and respect for the land and place. TWN notes that our stewardship obligation to the territory flows from traditional laws and fundamentally different relationships with territory and place that is not articulated here.	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	53
26	TWN notes that growth models (such as the RGS) are rooted in the status quo, and insufficient to address ecosystems in recovery such as Burrard Inlet and Indian Arm. Further growth must be articulated in a context that considers cumulative effects using a pre-contact ecological baseline to go beyond the status quo.	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	53
27	TWN requests language is strengthened in the third paragraph that reads "Climate change is expected to continue" to "Climate change is already causing hazardous conditions and will continue".	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	53
28	TWN requests language is strengthened in the third paragraph that reads "natural hazards will be worsened by a changing climate" to "natural hazards are already being heavily impacted by climate change". TWN notes that the "the region's natural hazards" glosses over the fact that the hazards are due to anthropogenic factors.	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	53

Ref Number	TWN Comment	Section Reference	Page Number
29	TWN requests language in strategies 3.3 and 3.4 is revised from "Encourage" to incentivize, prioritize, or require (as a permitting condition), to strengthen policy and accountability.	Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards	53
30	TWN is working on the Burrard Inlet Water Quality Objectives and regional water quality thresholds, including mapping sewer outfalls; this work extensively assesses contaminants of concern. TWN would be open to further discussing this shared objective with Metro Vancouver.	3.1.1 a)	55
31	TWN is pleased to see "no net loss" in this policy, however, no net loss typically results in a loss. For example, Burrard Inlet and Indian Arm are already at a loss. TWN requests Metro Vancouver necessitate a policy of "net-gain", rather than a policy of "no net loss".	3.1.3	55
32	TWN requests further documentation of Metro Vancouver's mitigation, restoration and no net loss policies.	3.1.6	56
33	TWN is working actively towards co-management agreements on its territories. TWN looks forward to discussing lands to co-manage with Metro Vancouver.	3.1.7	56
34	TWN requires consultation throughout all stages of a given project (such as future natural resource extraction projects) within the territory.	3.1.8 b)	56
35	Environmental conditions are contiguous and not constrained by mapped boundaries. TWN requests efforts are made to develop cohesive planning across jurisdictions that allows for ecological connectivity and enhanced urban spaces outside of/in addition to the designated conservation areas.	3.1.9 a)	56
36	TWN recommends rather than limiting policy to protection and conservation lands to expansion, Metro Vancouver should identify priority areas for restoration and enhance permitting to require offsetting work for net-gain.	3.1.9 b)	56
37	TWN recommends the following considerations are included in the 3.1.9 b) list: Pollinators, Food security, Native plants, Stormwater absorption, Mitigating urban heat islands.	3.1.9 b)	56
38	Please include archaeology and the preservation of cultural heritage sites in the list under 3.1.9 b) viii).	3.1.9 b) viii)	57
39	Please change the caption in the photo on page 57. Change from "Belcarra" to "təmtəmíxʷtən/Tum-Tumay Whueton" (Belcarra).		57
40	TWN requests section 3.2.4 include language such as "prioritize Indigenous stewardship and find co-management opportunities", "align with Indigenous land use planning", "support Indigenous research", "implement UNDRIP", or "require proponents to secure Indigenous archaeological and environmental permits".	3.2.4 a)	59
41	Please also include "co-management" and "protect cultural sites" to 3.2.4 b).	3.2.4 b)	59
42	Land acquisition should include opportunities for collaboration with First Nations.	3.2.7 b) ii)	59
43	TWN requests further information and definition of "low impact development".	3.2.7 b) iii)	59
44	TWN requests section 3.2.7 b) iv) integrate existing development recommendations, including soft shores/green shores guidelines and First Nations environmental permitting.	3.2.7 b) iv)	59
45	Please revise policy language to be stronger, TWN recommends "support" is revised to "require". Further TWN requests language is included to consider cumulative effects and establish structures and permitting that place the 'cost' of ecological loss on the developer.	3.2.7 c) i)	60
46	Please include native species in the list of various tools identified in 3.2.7 c) ii).	3.2.7 c) i)	60
47	TWN requests "upstream" costs of energy is incorporated in local government actions to reduce energy consumption (I.e. costs of energy must be holistic, not simply displace the cost to a different area.).	3.3.2 c)	61
48	TWN recommends beneficial re-use is considered for demolition.	3.3.7 b) i)	62
49	TWN requests language is revised to read "climate change is already impacting Metro Vancouver through warmer temperatures, decreased snowpack, …" in Strategy 3.4.	3.4	64
50	TWN recommends an additional column of proposed mitigations is added to Table 5. For example: Natural Hazards: Tsunamis Related Climate Change Impacts: Sea level rise Proposed mitigations: Enhance kelp, Eelgrass beds, Shoreline softening	3.4 Table 5	64
51	Please include atmospheric pressure/hydrostatic pressure as related climate change impacts to earthquakes.	3.4 Table 5	64
52	Please include spring freshet on the Fraser River as a related climate change impact to floods.	3.4 Table 5	64
53	Please include ocean acidification to related climate change impacts erosion.	3.4 Table 5	64
54	Please include heat islands/terrestrial temperature differentials and warming ocean temperatures to related climate change impacts to Windstorms and other extreme weather events.	3.4 Table 5	64
55	Include language that requires member jurisdictions to work collaboratively with First Nations in developing housing plans, policies, and development decisions.	4.1.7	71
56	TWN requests language is included to encourage flexible housing options for those in different life stages and address the housing needs of multi-generational families.	4.1.8	72
57	TWN is in agreement about rental supply increase and measures to protect tenants. TWN expects that rental supply needs will be assessed using a local context that includes local First Nations housing needs assessments.	4.2.7	74
58	TWN requests this section identify ways for the Provincial and Federal Government to incorporate financial incentives that encourage micro/active transportation options, and identify ways to use existing major/regional road net works to increase efficient transportation of goods in services while avoiding creating new road space.	Goal 5: Support Sustainable Transportation Choices	77
59	Include language that requires member jurisdictions to partner with local First Nations communities to identify transportation improvements.	5.1.1	79
60	TWN requests that member jurisdictions and the regional authority are mindful of registered and unregistered archaeological sites when considering development of a transit corridor and the supporting infrastructures. TWN understands that the province has legislation to hold municipalities accountable for these assessments; however, TWN requests that this consideration is made very early on in the process to provide time to reconsider design and feasibility.	5.1.12	80

Ref Number	TWN Comment	Section Reference	Page Number
61	TWN is in agreement about clear actions to reduce or minimize GHG emissions where possible in transportation initiatives.	5.2	82
62	TWN requests to increase user experience at bus stops by including shelters, benches, and opportunity for cultural recognition - including Indigenous art.	5.2	82
63	TWN requests Metro Vancouver establish implementation strategies that specify the need for the various levels of government to work with First Nations to in implementing the RGS policy directions.	6.5	92
64	TWN requests the Performance Monitoring section include performance measures that involve First Nations.	G. Performance Monitoring	98

WEST COAST Environmental Law

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xʷməθkʷəy̓əm (Musqueam), Sḵwx̱wú7mesh (Squamish) & səl̓ilwətaʔɬ (Tsleil-Waututh)
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December 1, 2021

To: Metro Vancouver Regional Planning
By email: regionalplanning@metrovancouver.org

Thank you for the opportunity to provide comments on the Draft Metro 2050 document. In its finalized version this will be an important policy and regulatory tool for the region. We appreciate the thought and work that has gone into preparing this draft.

We have reviewed the document from our perspective as a public interest environmental law organization, with comments focussed mainly on Goal 3, and related connections to other goals. While there are many good ideas for particular policies and measures for environmental protection in the draft document, overall the document lacks both precision about the ecosystems it aims to protect, and a strategy to prioritize and track progress in implementation. It also does not clearly and consistently recognize that the region's interconnected ecosystems (freshwater, terrestrial and coastal) underpin all life and wellbeing in the region. Instead, the draft document looks at 'natural assets' and 'ecosystem services'. This promotes a fragmented and un-strategic approach to environmental health and closely related issues of community health and resilience.

We also note that the commitment to reconciliation and to uphold the United Nations Declaration on the Rights of Indigenous Peoples is inconsistently, and at times, weakly expressed in this draft document. In particular, the introductory section on "Reconciliation with Indigenous Peoples" appears to limit its consideration of Indigenous interests to the impacts of the RGS on reserve lands. This section fails to recognize that all of Metro Vancouver is on shared and unceded Indigenous territories, subject to inherent jurisdiction of Indigenous nations, also recognized in Canadian law under s.35(1) of the Constitution and that those nations have a range of interests and priorities in relation to those territories, that may include economic development opportunities, food security, archeological and cultural sites, the need to accommodate growing communities, and others.

The *Declaration on the Rights of Indigenous Peoples Act* affirms that the Declaration applies to all laws in the province, and requires that the Province take all necessary measures to ensure that provincial laws are consistent with the Declaration. It can be anticipated that there will eventually be consequential amendments to many pieces of legislation, including the *Local Government Act*. In the meantime we submit that the foundation of good governance in Metro Vancouver will be respectful working relationships with Indigenous nations in the region, including listening and dialogue. Respect and recognition of the coexistence of Indigenous jurisdiction is highly relevant for the subject matter of Metro 2050 and should be expressly set out in this document.

Finally, we express concern about the characterization of extending the Urban Containment Boundary as a minor 'Type 3' amendment when it involves redesignation of Agricultural or Rural lands to Industrial in areas contiguous to the existing Urban Containment Boundary. This facilitates incremental and steady erosion of urban containment, loss of rural and agricultural land, and associated negative impacts from an environmental perspective.

Further detailed input is provided in Appendix 1 to this letter.

Thank you for consideration of our submission and we would be happy to answer any questions and provide further detail or clarification about any of the points raised in this letter.

Kind regards,



Deborah Carlson
Staff Lawyer (she/her)
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Appendix 1 – West Coast Environmental Law comments on Draft Metro 2050 document

We have reviewed the document from our perspective as a public interest environmental law organization, where our work focusses on supporting and developing strong laws to safeguard lands, waters, communities and the climate, and developing analysis and strategies to meet these goals through federal, provincial and local law and policy. We also recognize and work to uphold Indigenous laws and jurisdiction as an essential and living part of the legal landscape.

1. Comments on Reconciliation

We note that the commitment to reconciliation and to uphold the United Nations Declaration on the Rights of Indigenous Peoples is inconsistently, and at times, weakly expressed in this draft document. In particular, the introductory section on "Reconciliation with Indigenous Peoples" appears to limit its consideration of Indigenous interests to the impacts of the RGS on reserve lands. This section fails to recognize that all of Metro Vancouver is on shared and unceded Indigenous territories, subject to inherent jurisdiction of Indigenous nations, also recognized in Canadian law under s.35(1) of the Constitution and that those nations have a range of interests and priorities in relation to those territories, that may include economic development opportunities, food security, archeological and cultural sites, the need to accommodate growing communities, and others.

The *Declaration on the Rights of Indigenous Peoples Act* affirms that the Declaration applies to all laws in the province, and requires that the Province take all necessary measures to ensure that provincial laws are consistent with the Declaration. It can be anticipated that there will eventually be consequential amendments to many pieces of legislation, including the *Local Government Act*. In the meantime we submit that the foundation of good governance in Metro Vancouver will be respectful working relationships with Indigenous nations in the region, including listening and dialogue. Respect and recognition of the coexistence of Indigenous jurisdiction is highly relevant for the subject matter of Metro 2050 and should be expressly set out in this document.

2. Comments on Environmental health and community resilience

There are many good ideas for particular policies and measures for environmental protection in the draft document, but, overall, the document lacks both precision about the ecosystems it aims to protect, and a strategy to prioritize and track progress in implementation. It also does not clearly and consistently recognize that the region's interconnected ecosystems (freshwater, terrestrial and coastal) underpin all life and wellbeing in the region. Instead, the draft document looks at 'natural assets' and 'ecosystem services.' This promotes a fragmented and un-strategic approach to environmental health and closely related issues of community health and resilience.

As an example of a more integrated approach, we include a graphic prepared to illustrate the relationships between economy, society and the 'biosphere' in the context of the United Nations Sustainable Development Goals:



Source: Folke, C., R. Biggs, A. V. Norström, B. Reyers, and J. Rockström. 2016. Social-ecological resilience and biosphere-based sustainability science. Ecology and Society 21(3):41. http://dx.doi.org/10.5751/ES-08748-210341

3. Specific comments re: Goal 3

We recommend that Goal 3 be re-worded so that it more specifically recognizes and values relationships with the ecosystems of the lands and waters of this region, and promotes synergistic benefits of greenhouse gas reductions, ecosystem services, and climate change adaptation.

[suggested wording:]

Protect and restore the region's ecosystems, reduce greenhouse gas emissions, and adapt to climate change and natural hazards.

The region's freshwater, terrestrial and coastal ecosystems are respected as the foundation of all life in the region and are protected, restored and nurtured. A connected network of Conservation and Recreation lands is complemented by providing, incentivizing and educating about the opportunities for other land uses, measures and practices that enhance biodiversity and human health, increase natural infrastructure benefits, avoid greenhouse gas emissions and contribute to carbon storage, and support resilience and adaptation to climate change across the landscape of the region.

As noted earlier, it would be helpful to describe in more detail the regional ecosystems and particular species and connections to the landscape so that strategies and actions could be directed appropriately, and outcomes monitored. This is also important for communications and education, and making actions relevant for people in the region. For example, healthy freshwater ecosystems are essential for salmon, pollinators benefit from biodiverse, connected urban landscapes, water quality is critical for shellfish, etc. In Costa Rica, the city of Curridabat recognized pollinators, trees and other native plants as citizens, and included them directly in planning processes so that their abundance, not just mere preservation, could be promoted and managed.

Overall this section lacks a framework for prioritizing actions that will add up to significant ecosystem benefits. It describes types of actions that are reasonable and supportable, but there is no indication how they will be coordinated and where they will be implemented for the greatest positive impact on the landscape of Metro Vancouver. As it stands, the strategies risk leading to a number of unconnected actions diluted across the region that have less than optimal benefits for ecosystems.

3.1.3 With regards to water and sewerage and drainage infrastructure, the objective should not be "striving for no net ecosystem loss", but instead "net ecosystem benefit" and there should also be an indication of when concern about ecosystem harm would necessitate that development or operation of infrastructure be modified.

3.1.4 We support the monitoring of ecosystem gains and losses on Conservation and Recreation lands, but suggest that this monitoring should be extended (over time) to all lands within Metro Vancouver, in coordination with other governments in the region. If there were an overall approach for prioritizing actions around the region, this would be a place to start with the expansion of monitoring.

3.2 The document states that it "establishes a collective vision for ecosystems across the region", but for the reasons stated above (in general, a lack of specificity about the ecosystems themselves), we do not agree that a collective vision has been set out. While this section includes some quantitative targets, it is not clear how these targets relate to ecosystem health. For example, a recent UBC study found that 85% of floodplain habitat for salmon in the Lower Fraser has been lost, including large areas within Metro Vancouver. The document notes that 40% of the region's land base is currently protected for nature, with 50% targeted for 2050.

How will this be translated into ecosystem benefits? Which ecosystems and species will benefit? Will there be any benefits for salmon, for example? Birds? Pollinators? Water quality? Further, it is not clear if the 'region's land base' refers only to land directly controlled by Metro Vancouver, or if it is all the land within the boundaries of Metro Vancouver.

Finally, although the document does mention food security, in passing, it does not mention food security in the region from the perspective of Indigenous nations, a significant omission.

4. Comments on Goal 5

Goal 5:

Add "and opportunities to reduce negative environmental impacts and enhance positive impacts from these transportation networks are identified and adopted" to the paragraph after the statement of the goal. The linear disturbance and drainage from transportation networks has a range of negative environmental impacts but its maintenance and redevelopment could also could create opportunities for ecosystem protection and enhancement.

5. Comments on Section D. Urban Containment Boundary (etc.)

Urban Land Use Designations

General Urban
Add "natural landscaping" after recreational facilities. In addition to parks, natural landscaping can be deployed across neighbourhoods in urban areas and is important for environmental and human health.

Industrial and Employment

Leading 'green' practices for industrial lands and related transportation should be encouraged and explored, e.g. reducing impervious surfaces, connections to transit, pollution control, etc. Similar practices can apply to employment lands.

Conservation and Recreation

Ecosystem health on conservation and recreation lands should be assessed and monitored over time, with active restoration work undertaken where appropriate. Interface and other relationships with lands not designated for conservation and recreation should also be managed for ecosystem protection and restoration.

Generally speaking 'green spaces' throughout Metro Vancouver should be areas whose design supports biodiversity within the region's ecosystems as well as human health, culture and wellbeing considerations. Given the extensive habitat losses that the region has already

sustained, every opportunity to provide ecosystem benefits needs to be taken. (See Strategy 1.3.1)

Strategy 2.2 Protect the supply, and enhance the efficient use of industrial land. In the 'land-constrained' reality of Metro Vancouver, with plans to add another million residents, it is important to investigate options for economic development and diversification that can be accommodated within the existing industrial land base.

Comments on Section F. Implementation

The 2040 Regional Growth Strategy (RGS) was criticized for allowing municipalities to designate "special study areas" outside the Urban Containment Boundary that could subsequently be included through an amendment of the RGS to extend the Urban Containment Boundary, with only a 50% +1 vote of the Metro Vancouver Board. The current draft includes this amendment option but does not allow any further special study areas to be designated. However, it does include an amendment option from the 2040 RGS that is equally problematic. The proposed 6.3.4 (f) allows the relatively low bar 50% + 1 weighted vote for amendments:

> *For sites that are contiguous with*, or within, *the Urban Containment Boundary*, and are not within the Agricultural Land Reserve and subject to the Agricultural Land Commission Act, *amendment from Agricultural or Rural to Industrial regional land use designation, and associated Urban Containment boundary adjustments*. [emphasis added]

This provision seems to be directly contrary to Strategy 1.4, "Protect Rural lands from urban development", which states that

> Rural designated lands are located outside the Urban Containment Boundary and are not intended for urban forms of development. Containing growth within the Urban Containment Boundary ensures the protection of natural, rural, and agricultural areas, and the efficient and cost-effective provision of sewerage, transit, and other community services. The inherent benefits of urban containment also support reduced greenhouse gas emissions and increases opportunities for natural carbon sinks.

We support strategy 1.4 as drafted and would like to see 6.3.4(f), if it is included at all, characterized as a Type 2 amendment requiring an affirmative 2/3 weighted vote of the Metro Vancouver Board, consistent with the procedure for amendments to the Urban Containment Boundary in general.

November 24, 2021

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Dear Mesdames & Messieurs:

MAKING *METRO 2050* MATTER: STRENGTHEING GOALS & ALLIGING STRATEGIES

The draft Regional Growth Strategy has many laudable goals and strategies. Metro Vancouver's collaboration with TransLink on a coordinated RGS/RTP update is notably commendable and a testament to leadership by elected officials and staff that overcomes significant governance limitations.

There are, nevertheless, fundamental limitations to the goals, and strategies that call into question the Regional District's ability to solve the most urgent and pressing problems of any Metro Vancouver board in history, notably the imperative to steward meaningful action on climate change and affordability while protecting scarce taxpayer revenue and advancing regional prosperity.

These are not straightforward solutions involving incremental policy reform. Solving these problems, notably in an integrated manner, demands a major course correction. It will take immense political courage by the Metro Vancouver Board and by staff to roll out policies and a plan that effectively addresses these problems. The transformative responses by every order of government to effectively confront COVID underscore our potential for this course correction.

The urgency of a major course correction is underscored by the catastrophic, multi-billion dollar impacts of unprecedented overland and riverine flooding triggered by intense rain events, this past summer's unprecedented heat wave, and an unprecedented series of wildfire seasons—the emissions of which exceed the province's annual carbon emissions from fossil fuel in three of the last five years. These unprecedented impacts demand an unprecedented response. The draft RGS is the creation of institutions designed to move incrementally and in silos.

The current RGS and land use trends will drive increased transportation GHGs—the region's largest and fastest growing GHG source—increased congestion, increased unaffordability and increased vulnerability to climate change impacts. While the draft RGS includes some commendable work on sustainable civic infrastructure costs, the overarching policies and trends will increase civic infrastructure deficits. The RGS is inadvertently driving a high cost, high carbon, high risk region.

Big revisions will be necessary for *Metro 2050* to conform to the courageous and critical requirements laid out in the new *CleanBC* Roadmap to 2030.

As the IPCC underscores, a sustainable land use agenda is at the heart of a course correction on climate change and the top local government priority. Sustainable land use, moreover, is the lowest cost strategy wedge for meaningful action to cut carbon, congestion, housing, transportation and civic infrastructure costs, and risk to climate change impacts.

Local governments' response to COVID and the catastrophic series of climate change impacts have thrust Metro Vancouver into a unique position to steward this course correction. Failing to make a course correction increases the stakes to local government.

"The cost of reducing regional and global greenhouse gas emissions as well as the costs of adaptation will only grow, the best cost option is to take action now."
Metro Vancouver, *Clean Air Plan*

This submission outlines key revisions to goals and principles necessary to address the region's most pressing crises, and strategies that can deliver on these goals and achieve this course correction.

***Clean Air Plan* Principles**

1. Ambitious
2. Evidence-based
3. Equitable
4. Inclusive & Collaborative
5. Preventative
6. Continuous Improvement
7. Prioritize Co-benefits
8. Dynamic
9. Transparent
10. Comprehensive & Integrated

These worthy principles underpin the recently adopted Metro Vancouver *Clean Air Plan* to meet the region's GHG reduction targets. The *Clean Air Plan's* omission of meaningful sustainable land use–local governments' paramount authority–and the inadequacy of *Metro 2050* to contribute meaningfully to the region's GHG reduction targets, in contrast with overwhelming evidence of its importance and mounting catastrophic climate change impacts, behooves the regional district to undertake important RGS revisions.

One key omission in these principles is "taxpayer value for dollar." Sustainable land use, is the lowest cost strategy wedge for cutting carbon, as well congestion, housing and transportation spending and climate change impacts. A more sustainable land use agenda is fundamental to comply with *Metro 2050* principles and meet its current goals.

1. STRENGTHEN GOALS & PRINCIPLES

There are many laudable elements in the goals and principles of draft *Metro 2050*. Given the the policy priorities of every local government, Metro Vancouver and the province, there are big omissions that must be addressed.

A. Align climate goals with Metro Vancouver's IPCC 1.5°C Targets & Adaptation Imperatives

Metro Vancouver has adopted scientifically defensible GHG reduction targets.

Transportation is the region's largest and fastest growing emission source. A major driver for emission growth has been urban land use patterns. A disproportionately large share of job and residential growth is further and further away from major employment hubs (the #1 determinant of household carbon and household driving km), the vast majority of general urban fabric is losing density, average commute distances and times are rising, transit mode share is slipping, vehicle stock growth rates are outstripping population growth rates.

The only jurisdiction globally to drive GHG reductions below 1990 levels is Sweden. While BC is far behind Sweden, we are starting to erect key pillars: 1. carbon tax, 2. vehicle efficiency & ZEV mandates, 3. renewable fuels. Sweden has another key pillar: 4. sustainable land use.[1]

According to the European Environmental Agency, Sweden has Europe's lowest rate of sprawl. Sweden has effectively eliminated the loss of farmland and natural areas to sprawl: no commercial, industrial, residential or transportation infrastructure sprawl.

While B.C.'s and Metro Vancouver's transportation GHGs have steadily risen since 2007 (+20%), North America's leading jurisdiction in transportation climate action across North America is California. Seven percent reductions over the same period. California, too, employs these four pillars.

The *Clean Air Plan* recently adopted by Metro Vancouver has a 65% emission reduction target for passenger transportation. While there are no land use big moves, the *Clean Air Plan* states:

Strong regional land-use policies are foundational to achieving the targets in the Clean Air Plan. Building compact, mixed-used communities that connect homes, jobs and recreation with walking, cycling and public transit will reduce driving emissions and will support the protection of important lands such as agricultural and industrial lands, and natural areas.

There are negligible, if any, reductions to transportation emissions under the proposed RGS, because the land use regime is not becoming more sustainable. It is, unfortunately, becoming less sustainable.

It takes 30 years for 100% vehicle stock turnover. Of the new vehicles driven off of car lots today, the last will be scrapped just after 2050, frustrating long term carbon neutral commitments. Ninety percent of these new vehicles are fossil fueled. Moreover, due to auto-oriented urban growth patterns, the total vehicle stock is rapidly rising. Without a sustainable land use plan, there will be more fossil fuel vehicles on Metro Vancouver roads in 2030 than at any other time in history. The 65% reduction target for light duty vehicles is illusory without more sustainable land use.

The RGS is a land use planning agenda. Land use planning is local governments' wheelhouse. If there is any planning agenda where Metro Vancouver should align its GHG reduction targets it is the Regional Growth Strategy. The IPPC underscores the imperative for local government action in land use.

Thousands of cities are undertaking climate action plans, but their aggregate impact on urban emissions is uncertain... Current climate action plans focus largely on energy efficiency. Fewer climate action plans consider land-use planning…
Effective mitigation strategies involve packages of mutually reinforcing policies, including co-locating high residential with high employment densities, achieving high diversity and integration of land uses, increasing accessibility and investing in public transport...
IPCC, AR5, Mitigation WG, SPM, 2014

[1] Sweden also has fifth and sixth pillars: road pricing in big urban regions and a vision zero agenda (particularly speed limit restrictions), notably on highways.

effective urban planning can reduce GHG emissions from urban transport between 20% and 50%
IPCC, 1.5°C, 2018

Currently RGS Goal #3 states: "Protect the Environment and Respond to Climate Change and Natural Hazards." This goal avoids addressing Metro Vancouver's climate policy imperative to reduce emissions 45% by 2030 consistent with IPCC 1.5°C conclusions regarding emission reductions and the strategic role of local government land use action. To ensure consistency with the *Clean Air Plan*'s "evidence-based" and "comprehensive & integrated" principles, a more sustainable land use agenda must be laid out in the RGS.

Moreover, rather than simply "*responding* to Climate Change and Natural Hazards," there is an urgency to *reduce* vulnerability. Abbotsford, Merritt, Lytton, Princeton are currently responding to climate change. Private, public and social sectors and citizens deserve proactive measures. *Vulnerability must be reduced* and sustainable land use is the cornerstone. This should be the point of the *Clean Air Plan's* "preventative" principle.

The new *CleanBC* Roadmap to 2030 has underscored the need to robustly integrate urban land use to meet transportation GHG targets. There are ambitious 2030 targets: combined transit/bike/walk mode share: 30%; and driving distance (VKT) reductions: -25%. These are incredibly ambitious targets. Fortunately, the *Clean Air Plan,* is underpinned by an "ambitious" principle. Given the region's multiple, multi-billion-dollar rapid transit infrastructure lines, Metro Vancouver should assume a responsibility for making more ambitious contributions than the rest of the province.

The Province will be "using a climate lens to review provisions in areas such as Regional Growth Strategies, Official Community Plans and zoning."

With 30% renewable fuels by 2030 and a 90% ZEV mandate for new vehicle sales under Roadmap to 2030, Metro Vancouver can readily calculate the necessary sustainable urban land use contribution to drive light duty vehicle GHG reductions 65%. An effective road pricing regime can and should contribution. Sustainable land use, invariably, must remain a central pillar. Once again, Metro Vancouver's, commitment to "evidence based," "continuous improvement," and "transparency" principles should drive this analysis, make it available to elected officials and the public and drive direction to RGS 2050.

Not having defensible and quantified modal shift, demand management and GHG reduction targets attributable to land use, renders *Metro 2050* and *Climate 2050*, an inadequate response in the face of steadily growing catastrophic losses costing billions and billions of dollars.

Sustainable land use is, moreover, the lowest cost climate action strategy wedge. As the OECD and the Global Commission on Climate and Economy have underscored, sustainable land use is a negative cost, i.e., a money maker! Focussing growth along transit corridors and around rapid transit stations cuts congestion and puts riders and revenue into TransLink. Supportive land use can extend improved traffic flow with billion-dollar bridge and highway expansions for decades., delaying (sometimes permanently) further costly expansion. Sustainable land use can cut transportation spending—the largest household expenditure after housing. Sustainable land use can dramatically reduce the magnitude of losses to private and public property, infrastructure, as well as valuable ecosystem services and human life from climate change. Sustainable land use solutions–outlined in this submission–include some of the least expensive affordable housing solutions available to local government – some are long run money makers.

⇒ **Goal 3 should be amended to be consistent with Metro Vancouver's climate policy, specifically: "Protect the Environment, Meet Metro Vancouver Climate Change Targets and Reduce Vulnerability to Climate Change Impacts and Natural Hazards."**

⇒ **Consistent with Metro Vancouver's climate policy and *Clean Air Plan* principles, update the RGS with an improved land use plan that quantifies the contribution to meeting Metro Vancouver's -65% GHG reduction targets in the transportation sector.**

B. Strengthen Equity and Affordability in RGS Principles

Currently Principle 4 in the RGS reads: "provide mobility, housing, and employment choices." There are, nevertheless, diverse mobility, housing, and employment choices if you are affluent. Options are more limited for lower income households. One major reason for low mobility options is high-cost transportation infrastructure investments—road, bridge *and* transit—and low transit utilization rates due to inadequate land use integration with transit. Local governments and TransLink have immense influence over these decisions. Transit service improvements should manage fare increases. This RTP-RGS agenda will increase upwards pressure on fares because ridership will be inadequate due to land use conditions.

Affordable housing options are more complex and challenging, but there are still immense, untapped policy, financial and cost-effective programmatic interventions to advance affordability in the region, and even more with effective provincial engagement on policy reform.

⇒ **Principle 4 should be amended to address the region's most pressing equity priority, specifically: "Provide affordable mobility and housing choices, and diverse employment choices."**

C. Strengthen Fairness and Sustainability in Infrastructure Provision Principle

The RGS's perspective on efficient infrastructure provision is commendable. Metro Vancouver should also endeavour to strengthen the fairness and sustainability in infrastructure servicing cost by Metro Vancouver and member municipalities.

Multi-family households typically pay significantly higher costs per linear metre of civic infrastructure and higher costs per litre of water consumption / sewage throughput, than single family households, generally subsidizing single family household infrastructure. While inadvertent, this is an unfair subsidy to low density, distributed development. One of the reasons, commercial taxes and utility fees tend to be disproportionately higher is to also subsidize lower density residential areas.

What's more, taxes and utility fees are inadequate to operate, maintain and replace our communities' extensive infrastructure (fresh water, sewage as well as stormwater, road, dyke, emergency services), the costs of which will rise dramatically due to their inadequacy to accommodate climate change risks.

Low density urban form is creating a civic infrastructure deficit time bomb that will cause inequitable collateral damage for young people, who will also disproportionately face the most adverse consequences of climate change.

⇒ **Principle 5 should be amended to address equity and a user pay principle, specifically: "*Support efficient provision and fair and sustainable infrastructure financing.*"**

⇒ **Metro Vancouver and member municipalities should advance costing regimes that better reflect linear metre of sewage, water, storm water and road infrastructure servicing requirements and utilization rates by housing and neighbourhood type.**

⇒ **Revenue generation regimes for water, sewage, road and park infrastructure should, moreover, be sufficient to operate, maintain and replace the infrastructure. These rates should reflect infrastructure requirements and utilization at the neighbourhood scale.**

II. GOAL & STRATEGY ALLIGNMENT

Major goals are regularly established in regional policy and planning agendas: GHG reductions, modal shifts, driving distance management (vehicle km travelled), affordable housing, environmental protection. These goals are not being met. Our challenge: strategies and actions are not aligned with goals. These goals are achievable with a policy course correction. Alignment can help reduce cynicism in our public institutions.

In the wake of unprecedented extreme weather episodes unleashing catastrophic consequences and a courageous public policy boldness to confront COVID, now more than ever people are better prepared for major policy course corrections, notably those with low to no costs and big benefits. There is an imperative for elected officials and civil servants to frankly delineate how goals–for which there are high levels of support from affordability to climate action to congestion management–can be effectively achieved.

Outlined below are a series of recommendations, organized in seven areas that can help enable *Metro 2050* to meet its goals. Each area includes recommendations which are systemic and mutually reinforcing, addressing multiple goals.

A. Focus - Driving Fiscal, Social & Environmental Sustainability: Goals 1, 3 & 5

In 1996, the Greater Vancouver Regional District's Livable Region Strategy established "growth concentration areas" and 13 Town Centres in which to focus growth. In 2011, there were 17 Town Centres in Metro Vancouver 2040. "Growth concentration areas" have been all but abandoned. "Frequent Transit Development Areas" are a commendable new planning designation in *Metro 2050* with untapped potential. They are also being used to justify additional growth centres, some of which are inconsistent with RGS goals.

While policies have long existed to protect agricultural land and natural areas, greenspace is being steadily displaced for residential, commercial and industrial land, undermining regional and local goals. While urban containment should be strengthened, Metro Vancouver just approved the removal of another 400 hectares of Rural designated land surrounding a salmon spawning river to establish industrial land despite other policy solutions.

Distributed, low density growth is a top driver behind the region's fastest growing emission sector: transportation. Congestion and carbon management targets, fiscally sustainable civic infrastructure systems, food security goals, biodiversity imperatives, transit service expansion, affordability objectives are not being met with historic and proposed RGS policies.

It is inconceivable that any of these aforementioned priorities can be advanced by leap frogging over single family neighbourhoods with plummeting densities to establish new industrial, commercial and residential greenfield growth. To meet *Metro 2050* and *Climate 2050* goals, *focus* is needed:

- ⇒ **Establish a permanent ceiling on the number of Urban Centres. (UBC could be the single exception to this policy. UBC is already a job, study and residential hub bigger than some Regional City Centres.)**
- ⇒ **FTDAs should be established around every rapid transit station outside an urban centre, and along rapid and frequent transit corridors, like the Cambie Corridor, re-allocating growth away from greenfields.**
- ⇒ **Criteria should ensure FTDAs exclude areas which undermine the RGS's goals, e.g.**
    - **Forest and natural area such as East Clayton FTDA is exemplary of what to exclude in an FTDA. This area has the characteristics of a Rural Land Use Designation and was inappropriate for growth, undermining local, RGS and TransLink commitments to climate resiliency, complete, compact growth, congestion and carbon management.**
    - **Proxies for new urban centres that are difficult to serve with transit and will be auto oriented such as Carvolth FTDA, for example, which is increasing local and regional congestion and carbon.**
- ⇒ **While recommendations in other areas reinforce these ones, the most important is under *B. Focussing Growth, Protecting Natural Areas & Agricultural Land:* redesignating all greenfields in the urban containment boundary as Rural, Agricultural or Conservation and Recreation.**

B. Focussing Growth, Protecting Natural Areas & Agricultural Land: Goal 1, 2 & 3

While there are a wide range of benefits, notably local governments' single most important contribution to meeting climate targets, focussed growth is critical to address ecological and food security imperatives and reduce vulnerability to climate change impacts. The Draft Strategy states that Member Jurisdictions will be required to "*discourage or minimize* the fragmentation of ecosystems through low impact development practices that enable ecosystem connectivity (3.2.7)." Given historic, cumulative impacts, partial measures to protect natural areas are inadequate to maintain resilience, manage climate risks and maximize opportunities. Urban growth patterns are the biggest and most consistent driver of permanent forest loss in Canada after energy development—oil, gas and hydroelectricity. Rates in Metro Vancouver are higher than the national average. Urban growth is the biggest driver or agricultural land loss.

A 2020 report by the Nature Conservancy of Canada concluded that the Lower Mainland is one of nine ecoregions in greatest crisis across Southern Canada, a highly significant and threatened region for species at risk and biodiversity conservation. Urban expansion in Metro Vancouver over the past three decades indicates a failure of regional planning to effectively reduce emissions, protect air quality and preserve ecosystem integrity. Continuing to provide reclassifications for new urban centres is a recipe for increased carbon, congestion and ecosystem loss.

- ⇒ **Re-classify all greenfield Rural, Agricultural or Conservation and Recreation, reducing the size of the urban containment boundary, managing the region's biggest historic driver of congestion and carbon (distributed growth), increasing local and regional resilience to climate change impacts, and mitigating rising civic infrastructure deficits.**
- ⇒ **As well as the commendable commitment to increase the total tree canopy within the urban containment boundary from 32% to 40%, a target should be established to grow the carbon sequestered within the urban containment boundary, requiring the protection of mature trees**

that reduce the urban heat island effect and have large root structures that maximize permeability during intense rain events.

Despite stepped up provincial efforts to protect agricultural land, large residential homes and warehouses are still being developed across the region on scarce agricultural land. Agricultural land is vital for climate resilience. Half of the imported food in Metro Vancouver larders is from the United States, notably areas with extreme climate change risks to food production (California and Florida). To take advantage of Canada's opportunity in a warming world and reduce vulnerability to dislocation to global food supply chains due to climate change, protecting Metro Vancouver's agricultural land is essential.

- ⇒ **Restrict the size of residential developments and disallow industrial re-zoning on all agricultural lands in and out of the ALR and all rural designated lands.**
- ⇒ **Establish model bylaw language to integrate into all zoning requirements to minimize surface runoff and maximize resilient urban tree system that effectively stores carbon, maximizes passive design and supports healthy ecosystems.**
- ⇒ **Require natural asset integration into all infrastructure development by private and public sector entities (local and provincial government) to mitigate risks from overland, run-off and coastal flooding, urban heat island and forest fire.**

C. Capitalizing on General Urban: the Region's Largest Land Use: Goals 1, 3, 4 & 5

A notable omission in the RGS is any policy discussion about the land use that comprises the region's largest share of urban geography: low density, single detached, which is bleeding population density due to demographic change. Never in history have single family neighbourhoods had such low densities. These hollowed out neighbourhoods adversely impact local retail, affordability, transit ridership, community school enrollment and the vitality of our neighbourhoods. A share of growth should be re-allocated from greenfields into general urban, notably around higher density development surrounding rapid and frequent transit corridors and urban centres. Secondary suites, laneway homes can make a vitally important contribution to affordability, physical accessibility and carbon management.

- ⇒ **All (new and existing) single and semi-detached zones proximate to urban centres and just beyond the first two blocks proximate to frequent transit corridors (which should be designated as FTDAs accommodating higher densities between all urban centres) should be permitted to have at least one primary residence and two accessory dwelling units per parcel.**
- ⇒ **A model building bylaw should be created to require new single and semi-detached housing to be secondary suite ready (two suites per unit). All new secondary suite ready single and semi-detached should be entered at grade at or slightly below grade on bottom floor to increase accessibility for people with mobility impairments and maximize natural light for occupants.**
- ⇒ **See complementary recommendations below regarding *Building Social & Environmental Adaptive Capacity***

D. Protecting the Supply & Enhancing Efficiency of Industrial Land: Goals 1, 2, 3 & 5

Metro Vancouver's prosperity is constrained by a dearth of opportunity on industrial land, not a dearth of land. Vigilance is needed to protect industrial land and use it more productivity.

The incursion of residential development and light commercial uses into industrial land should be halted in its tracks, so, too, must the incursion of industrial land into farmland and natural areas. After repeated

efforts regionally to keep it in the ALR, Campbell Heights has been rezoned industrial, passing over other strategies to support critical industrial activity. A large section of Burns Bog—an exceptional regional wetland with high ecological and carbon storage value–was recently rezoned industrial. This is a short-term gain, long-term pain policy scenario.

Food prices are rising—in part due to climate change impacts. This will episodically continue. In a warming world, food production in Canada is increasingly strategic but that opportunity is only maximized with agricultural land. Losing high value ecosystems with high carbon storage characteristics is simply bad climate policy when there are options. A huge share of Metro Vancouver's industrial land is underutilized. If Metro Vancouver aspires to be a world class urban region, local governments must take world class action.

- ⇒ **Treble the region's available industrial land by upzoning existing industrial land across all municipalities to three storeys (the equivalent height of a single family parcel) and permit downzoning based on compelling reasons for specific industrial land uses.**
- ⇒ **Phase out all incursions into industrial land from residential development unless exchanged hectare for hectare for equivalently useful land.**
- ⇒ **Phase out any incursion of industrial land into agricultural land and natural areas unless exchanged, hectare for hectare, for equivalently valuable agricultural land and natural area land.**
- ⇒ **Exclude employee intensive uses on industrial land unless transit-served or locationally essential to the functioning of industrial activity, based on defensible criteria.**
- ⇒ **Permit appropriate industrial uses in mixed use zones proximate to industrial amenities, notably high value transportation infrastructure.**

E. Building Social & Environmental Adaptive Capacity: Goals 1, 3 & 4

Deeper analysis of social vulnerabilities should be integrated into the analysis of environmental vulnerabilities to understand the real risk of climate change.

Amongst the most distinguishing characteristics of heat wave mortalities during last summer's heat dome was age (seniors), household occupancy (solo) and urban tree cover (weak). Deeper analysis in other jurisdictions has found other variables: connectedness (socially isolated, strongly influenced by solo occupancy), walkable access to service areas, income, dwelling temperature and ventilation management flexibility.

Currently, 30% of households are solos, disproportionately seniors. By 2030, 40% of households will be solos. By the end of this RGS's time horizon, it is likely more than half of all households will be solos, disproportionately seniors, and we will be experiencing far more extreme heat events. Amongst its most important functions, a Regional Growth Strategy projects housing requirements. These housing and land use plans must better take into account our current and future demographic vulnerabilities along with diverse interventions to address them and maximize co-benefits.

- ⇒ **The region's forest, tree density and natural park areas should be mapped, along with walkable service areas, current and future household occupancy and age and to identify heat wave vulnerable areas to prioritize interventions, specifically:**
  - **Strengthened tree policy, urban forest canopy and private tree bylaw, and park creation in nature-weak neighbourhoods.**

- **Strengthen mixed use zoning and walkability where there is sufficient density.**
- **Develop programmatic interventions to support solo seniors becoming land lords by building the capacity of social housing providers – e.g. Metro Vancouver Housing and others – to manage secondary suites on behalf of seniors in exchange for renters providing a basic services for the senior (e.g. shopping, lawncare, cooking, etc.). (This service can be delivered at marginal to no cost, simply with a percentage of rent as a management fee. This is potentially the single most cost-effective strategy for advancing affordable housing, reducing social isolation and cutting carbon. Doubling occupancy in a single family home, ostensibly cuts per capita residential housing GHGs in half.)**

F. Advancing Cost Effective Affordability, Congestion and Climate Action: Goals 1, 3, 4 & 5

The draft RGS aims to "develop procurement, disposition, and development plans and actions for land holdings that support the goals of the regional growth strategy and include the provision of affordable rental housing (1.2.25)." This Action should be specifically targeting the integration of affordable housing proximate to affordable transit on underutilized public land and the advancement of zoning and permitting innovations to support low carbon affordable transportation and housing.

⇒ **TransLink and Metro Vancouver should work with the province to stack affordable housing, retail and where appropriate, daycares, offices and market housing atop all new rapid transit stations (including gondola stations) and all bus exchanges proximate to jobs and services. These are grossly underutilized public lands that offer poor returns for taxpayers when—even with affordable rents—they could be generating revenue for TransLink.**

⇒ **Diverse zoning and permitting/approval innovations should be advanced that minimize construction costs, minimize land lift and/or permit greater public benefit from land lift that can be used to advance permanently affordable housing in locations with affordable, sustainable transportation options, notably transit.**

G. Linking Transportation Investments to Land Use & Advancing Efficient Urban Freight: Goals 1, 2, 3 & 5

There is a risk that the envisioned extensive "Major Corridor and Major Transit Network" will be fiscally unsustainable and inadequate at incentivizing better urban land use. Proposed transit service plans risk putting upwards pressure on fares threatening low-income households.

⇒ **Local governments and TransLink should adopt the Transit Service Guidelines as the basis for service provision. A municipality's residential and employment density should be the primary basis that determines the nature of service.**

⇒ **TransLink and local governments should supplement the Transit Service Guidelines to accommodate appropriate residential and job density requirements for rapid transit, using Ministry of Ontario Transit Supportive Guidelines and Metro Lynx Mobility Hub Guidelines to inform this work.**

⇒ **The Major Transit Network map should include residential and job density layers which define a clear hierarchy of transit service.**

⇒ **Transit Supportive Policy Agreements developed between TransLink and municipalities to advance sustainable land use associated with large rapid transit projects should be extended from corridor and station area to the surrounding areas. Rapid transit projects, in particular, have immense potential to accelerate car-oriented growth beyond the corridors and station**

areas. Transit financing, notably large rapid transit projects, should leverage the protection of all greenfields from development.

⇒ **Local governments should be required to strengthen TransLink revenue generation potential by focussing mixed use growth along corridors, generating ridership and farebox revenue.**

Cycling and bike infrastructure can make an important contribution to managing congestion and carbon and promoting public health and liveable communities. There are, nevertheless, important distance and land use thresholds that powerfully determine cycling propensity regardless of the infrastructure. The draft RGS has long segments in far flung areas with light densities far removed from jobs and services that will make negligible contributions to mode shifting. Proximity to job hubs (#1) service areas (#2) and residential and employment density (#3) determine travel mode and driving distance. This is important in all transportation planning, but acutely important for active travel.

⇒ **The envisioned major bikeway network requires a better hierarchy for development based on well-established criteria for utilization and value for dollar investment.**

⇒ **Regional financing for bikeway networks should focus on Triple A infrastructure in and around major employment hubs #1 and service areas #2.**

⇒ **Bikeway development should be integrated into road capital replacement plans, notably in low density areas far removed from jobs and services.**

⇒ **Infrastructure standards for bikeways should reflect density and location.**

⇒ **The RGS Map should be strengthened with a hierarchy that reflects residential and job density layers and major job and services hubs that define a clear hierarchy of bikeway development priority.**

⇒ **The bikeway network should be integrated with a regional parking strategy, including the retirement of parking along routes to safely accommodate cycling.**

Urban freight is the fastest growing source of regional GHGs and congestion and requires immediate attention. The solutions, nevertheless, are mature:

⇒ **Accelerate progress on an urban Regional Goods Strategy, with emphasis on courier and logistical services.**

- **Prioritize the set-up of basic neighbourhood and sub-regional logistical hubs for pick up and drop off for all urban freight**
- **Establish a commercial vehicle licensing program with varying fees that targets the logistical and courier sector, requiring and/or powerfully incentivizing the use of efficient neighbourhood and sub-regional logistical hubs and no-rush delivery service and the use of zero emission vehicles and electric assist bikes.**
- **Establish an impact investment program to help capitalize the cost of zero emission delivery vehicles and electric assist cargo bikes.**
- **Integrate the region's transit system into courier and logistical activity.**
- **Create an RGS Map with approximate provisional locations for sub-regional logistical hubs.**

Strengthening Goal and Strategy Alignment On the Ground

Recent decisions by Metro Vancouver in South of Fraser East underscore the lack of alignment between goals and strategies. Despite repeated opposition regionally to removing South Campbell Heights—an

area with significant ecological value, named after a salmon bearing river—from its Rural designation, Metro Vancouver recently approved Industrial land redesignation.

The decision is inconsistent with historic and current RGS goals (and the RGS Industrial Lands Map which is to be approved by each municipality), and broader Metro Vancouver goals, notably meeting IPCC 1.5°C 2030 targets, and strengthening resilience to climate change impacts. As has been underscored, removing natural systems increases surface runoff which has downstream consequences. The decision to expand the region's urban containment boundary at a time when the urgency of making—vs undermining—progress on key goals requires limiting greenfield growth.

This decision will, moreover, further frustrate efforts to establish Surrey City Centre as the region's second biggest central business district which is of benefit to the entire region in terms of managing congestion and carbon. Surrey City Centre scarcely has more jobs than MetroTown and even Lonsdale (without any SkyTrain stations) despite this well-established local and regional objective. Surrey has never met its City Centre growth targets despite having the highest growth rate across the region because so much development energy is focussed on commercial, residential and industrial greenfield growth beyond City Centre. A rising share of this growth has been beyond frequent transit corridors.

Redesignating this land will now also undermine efforts to focus growth in the Surrey-Langley Skytrain corridor, another imperative to manage congestion and carbon across the region. The failure to allocate growth to this low-density corridor will also compromise riders and revenue with knock on upwards pressure on regional TransLink service budgets with regional implications to transit service.

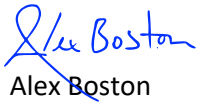
There are numerous strategies and actions in *Metro 2050* and this submission that are designed to support goals that are at odds with this decision, including compelling strategies to protect and expand industrial growth. The short-term benefits of this decision will have long term costs to the City, the Region and beyond.

The Region can do better!

Metro Vancouver cannot meet its goals with the draft Metro 2050. Many strategies, in fact, take us further away from rather than towards these shared goals. Leadership Is necessary to steward major coarse corrections is necessary. Local governments' response to COVID and the catastrophic series of climate change impacts across B.C. have thrust Metro Vancouver into a unique moment where the public is ready for this leadership. Failing to make a course correction will only exacerbate these impacts.

"The cost of reducing regional and global greenhouse gas emissions as well as the costs of adaptation will only grow, the best cost option is to take action now."
Metro Vancouver, *Clean Air Plan*

Respectfully,



Alex Boston
Executive Director, Renewable Cities
Fellow, Morris J. Wosk Centre for Dialogue
Simon Fraser University

From: [Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs]
Sent: Friday, December 3, 2021 10:33 AM

Subject: RE: Provincial feedback on draft RGS

WARNING: *This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.*

Hi James, Sean and Erin,

Our formal reply letter re. Draft 2 of *Metro 2050* is still going through a final review prior to signature and so may not reach you till Monday.

So in the interests of time, attached is a DRAFT of the attachment summarizing provincial comments, so that you can see the detailed feedback today rather than wait. (No changes anticipated, but we'll send a FINAL version of the attachment with the signed letter on Monday).

As you'll see, only a few ministries/branches commented this time around - many others had commented earlier in the process (which we shared with you) and so didn't have anything further to add this time.

Have a good weekend,

[Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs]

Metro 2050 Regional Growth Strategy (Draft 2)

Consolidated Provincial Feedback
December 3, 2021

Overall Comments
AFF – Land Use Planning • AFF is interested in strengthening its relationship with Metro and local governments. The ALC is typically a referral contact for land use decisions/amendments in or near areas zoned or designated as Agricultural or ALR. AFF provides support role for the ALC and they would appreciate being involved in land use policy decisions, and potentially a referral agency for amendments to the RGS that relate to agriculture. The AFF contact is Jeffrey Weightman (jeffrey.weightman@gov.bc.ca) *EMLI – Clean Transportation Branch* • Support for references to transit-orientation throughout. Consider referencing TransLink's TOC Design Guidelines where the elements that support walking, cycling, and transit use (density, design, diversity, etc.) are described in detail. *MUNI – Planning and Land Use Management Branch* • Throughout draft (where appropriate), recommend ordering all lists of modes according to desired modal hierarchy: walking, cycling, transit, etc. For instance, suggest this edit to page 15: "Urban Centres are intended to emphasize place-making, an enriched public realm, and promote transit-oriented communities, where walking, cycling and transit~~, cycling, and walking~~ are the preferred modes of transportation. (There are lots of occurrences under Goal 5 in particular). • Support for measures that address and mitigate natural hazard and climate change risks in land use planning and transit and other infrastructure investments.

Part A - Metro 2050 Scope and Linkages to Other Plans	
Section (Page)	Comments
Metro Vancouver's Management Plans (1)	*AFF – Land Use Planning* • Consider also mentioning 2016 Metro Vancouver Food System Action Plan and/or 2011 Regional Food System Strategy
Working Together for a Livable Region (3)	*MUNI – Immigration and Settlement Services* • Suggest also including developing and implementing policies and programs that impact the region's population growth and demographics, such as immigration
Protecting Agricultural Land to Support Food Production (7)	*AFF – Land Use Planning* • Consider that reducing urban use/agriculture use conflicts is also a goal of effective growth management policies

Part B - Introduction to the Region	
Section (Page)	Comments
Social Context (4)	*MUNI – Immigration and Settlement Services* • Consider adding more content related to immigration, as it is a major driver of population growth and diversity. 80% of permanent residents to BC settle in MVRD. India, China, and the Philippines are top countries of origin for immigrants, with a particularly strong growth trajectory for immigration from India. Temporary residents (international students and foreign workers) also predominantly reside in Metro Vancouver and numbers have grown substantially in recent years. Temporarily residents likely comprise between 5-10% of Metro Vancouver population.
Building Resilient, Healthy, and Complete Communities (5)	*MUNI – Immigration and Settlement Services* • Consider adding discussion on role of immigration and diversity – as they relate to social connectedness/cohesion. This feels particularly pertinent considering the recent increase in race-based hate incidents.
Advancing Social Equity (6)	*MUNI – Immigration and Settlement Services* • Consider including public safety as a dimension of equity.
Changing Generational Preferences and Behaviours (8)	*MUNI – Immigration and Settlement Services* • Consider incorporating into this section discussion of changing demographics more generally and the resulting changes in preferences and behaviors; immigration, amongst other things, plays a role here.

Part C - Introduction to the Regional Growth Strategy	
Section (Page)	Comments
Preamble (9)	*MUNI – Immigration and Settlement Services* • Consider adding equity as a principle.
Goal 2. Support a Sustainable Economy (10)	*AFF – Land Use Planning* • Support for this statement and efforts to minimize the extent to which other policies may conflict with this.

Part D - Urban Containment Boundary, Regional Land Use Designations, Overlays, and Projections	
Section (Page)	Comments
Urban Containment Boundary (12)	*AFF – Land Use Planning*

	• Support for minimizing/preventing other policies that may permit exclusions from ALR.
Urban Land Use Designations, Industrial (13)	*AFF – Land Use Planning* • Consider also that uses noted in first paragraph are critical for storage, processing and distribution of food and need to be located close to commercial transportation routes. • In second paragraph, consider other uses such as agri-tech, non-soil-based food production, container farms, vertical farming.
Urban Land Use Designations, Rural (14)	*AFF – Land Use Planning* • Consider opportunities for edge planning where there is built environment near agriculture.
Growth Projections (17)	*MUNI – Immigration and Settlement Services* • Consider diving deeper into the components of this growth: international immigration, migration from within Canada, and natural population change. In particular, a greater awareness of the role of immigration in the region's population growth can enable more robust planning regarding anticipated population needs, preferences and behaviours. Metro Van is receiving 40,000 new permanent residents per year and the trajectory is further growth in those numbers. Additionally, it is important to consider international students and foreign workers in the population projections as it impacts housing, transportation and amenity demand - likely population of this group is 200k and growing. Based on immigration alone I think these population projections may be underestimated. We are about to undertake some work with BC Stats and the federal government to develop more robust immigration forecasts on a regional basis for BC, once ready (timeline TBD) can share with Metro Van.
Table 1 (20)	*MUNI – Immigration and Settlement Services* • Consider the role of settlement preferences on projections, particularly the draw of existing settlement communities. For example, the significant growth in immigration from India may spur more concentrated population increases in the subregions with existing South Asian diaspora.

Part E - Goals, Strategies & Actions	
Section (Page)	Comments
Strategy 1.1 (27)	*AFF – Land Use Planning* • Unclear as to purpose of “Langley Township” photo on p. 27. Is this representing a desirable or undesirable example of planning complete, compact communities? It appears to be auto-oriented sprawl-type development pattern, so it is undesirable even if the land surrounding it

	is not ALR. If the surrounding land is ALR, it is also undesirable as the road endings point into ALR and there are half-roads shown. Consider an explanation to accompany the photo. *MUNI – Planning and Land Use Management Branch* • Suggest this edit to Strategy 1.1.7: *"Advocate to the Federal Government and the Province requesting that they direct urban, commercial, and institutional facilities and investments to areas within the Urban Containment Boundary, and to Urban Centres and FTDAs.* ○ How does Strategy 1.1.7 relate to 1.2.16, which appears more expansive but somewhat duplicative? Not opposed to including both, just want to make sure this is intended. (1.3.6 is similar too.)
Strategy 1.2 (28)	*MUNI – Planning and Land Use Management Branch* • Strategy 1.2 – suggest this edit: *"In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development."* • Strategy 1.2.10(b) says that new FDTAs will only be considered *"outside known and unmitigated flood and other natural hazard risk areas."* There is no similar provision for Strategy 1.2.9 re. Urban Centres – could this be added? • Table 3 – Location for both kinds of FTDA says "*up to 1,000m"*, but Table 4 criteria for becoming FTDA says 800m for Corridor FTDA and 1,200m for Station Area FTDA. Is this difference intentional? • Table 4 – Criteria for High Growth Municipal Town Centre – says *"Existing rapid rail transit service."* What about situations – like currently with SLS – where rail rapid transit is being planned (or under construction) but not yet in service? i.e. where we know it's on the way fairly soon, and there is a benefit to altering the RGS in anticipation.
Strategy 1.3 (36)	*MUNI – Immigration and Settlement Services* • Consider a greater emphasis on the equitable access and social cohesion themes, given the significant role immigration will play in the region's growth.
Strategy 1.4 (38)	*AFF – Land Use Planning* • Consider using the word 'prioritize' in place of 'support' and incorporating elements of good subdivision design in alignment with the Ministers Bylaw Standards (ex: no half roads along ALR edges, no road endings pointing into ALR, disclosure notices about nuisances within 300m of the ALR edge, etc.)

Goal 2 Preamble (42)	*AFF – Land Use Planning* • Consider including statement that agriculture is also dependent on an industrial land supply for storage, processing and distribution.
Strategy 2.2	*AFF – Land Use Planning* • Consider opportunities to require member jurisdictions to include in RCS plans/bylaws that enhance industrial uses, in addition to define, support, and protect
Strategy 2.3 (48-50)	*MUNI – Immigration and Settlement Services* • Farms using seasonal foreign workers are required to provide housing to workers which often is situated on-farm. The housing standards of these accommodations is a topic of increasing concern and importance for the province. Despite the caveats in a) and b) of 2.3.1, suggest considering potential conflicts between the policy articulated here and potential future changes to housing standards for foreign workers (e.g., higher bathroom-to-worker ratios). *AFF – Land Use Planning* • In 2.3.3 and 2.3.6, consider including specifics of buffering and avoiding density increases adjacent to agricultural land, or reference to guidelines • Support for elements included in member jurisdiction RCS as per 2.3.12
Goal 3 preamble (53)	*MUNI – Planning and Land Use Management Branch* • Goal 3 – Intro – suggest this edit: *"…and acknowledge current financial, health, social disparities that are being exacerbated by ~~low carbon solutions and~~ the impacts of climate change and may in some circumstances be heightened by some low carbon solutions."* As it stands, existing wording sounds like all low carbon solutions are problematic, whereas many actually have potentially positive equity, financial, health and other outcomes – e.g. better active transportation options across all neighbourhoods is a low carbon solution that is also much more financially accessible and healthy (for individuals and communities) than owning a car.
Table 5 (64)	*MUNI – Planning and Land Use Management Branch* • In addition to landslides, suggest including rock falls and debris torrents as these are concerns on the North Shore, Lions Bay and northeast quadrant communities such as Belcarra, Port Moody, Coquitlam and Maple Ridge. Consider referencing heat (and cold weather) events included in this list of hazards as developing heat response plans is referenced in 3.4.5 a).

Strategy 3.4.5 (66)	*MUNI – Planning and Land Use Management Branch* • Support discouraging new development in current and future hazardous areas to address concerns regarding minimizing risks from natural hazard events and climate change.
Goal 4 preamble (70)	*MUNI – Immigration and Settlement Services* • Under social equity, consider incorporating discussion of unique needs of certain populations in addition to income status/housing tenure. A deeper intersectional analysis of needs may reveal a need for more targeted strategies. For example, we hear from service providers that refugees and asylum seekers in particular struggle to find a landlord willing to rent to them; this is due not only to low income, but also racial discrimination from landlords, language barriers, lack of Canadian references or credit history, and precarious immigration status (in the case of asylum seekers). As such, the private rental market - even if supply were increased and more rental subsidies provided - may not be able to address this population's inequitable access to safe and appropriate housing.
Strategy 4.1 (71)	*MUNI – Planning and Land Use Management Branch* • Suggest adding the following provision (or similar, using Metro-preferred terms) under Strategy 4.1 (or 4.2): *Member jurisdictions will:* *(x) explore and implement more efficient and effective development approvals processes for housing generally, and affordable housing in particular (or projects that otherwise contribute to housing diversity and support equity outcomes). This will support project viability and affordability, through reduced project costs, timelines and risks.*
Strategy 5.1 (79 – 81)	*EMLI – Clean Transportation Branch* • Where they are listed (Strategy title, 5.1.4, 5.1.7, etc.), consider reordering modes to reflect complete street hierarchy (walking, cycling, transit, multi-occupancy vehicle …)
Strategy 5.2 (83 – 84)	*AFF – Land Use Planning* • Support for inclusion of policies that support transportation and access for agricultural areas and farming *EMLI – Clean Transportation Branch* • Consider clearly mentioning that movement of goods by less energy intensive modes than on-road vehicles and aircraft should be supported and acknowledgement that movement of goods by rail, marine and cargo bike is much less energy and emissions intensive. The draft includes policies preserving railways / waterways for transport but including statements that these are much less energy/emissions

	intensive would emphasize this strategy for movement/medium-heavy duty vehicles and goods movement.

Part F - Implementation	
Section (Page)	Comments
6.2.7 (87)	*AFF – Land Use Planning* • Is there a potential in b) to erode industrial land base and if so, will this be tracked in monitoring?

Part G – Performance Monitoring	
Section (Page)	Comments
Goal 4 (100)	*MUNI – Immigration and Settlement Services* • Consider including a performance measure on other dimensions of social equity and affordable housing access.

Land Use Designation Maps
MUNI - Planning and Land Use Management Branch • Support Metro's extensive efforts to broaden and enhance dialogue with regional First Nations in sometimes challenging but rewarding conversations. Also support inclusion and refinement of Indigenous communities' representation on Map 1.

0400-60/21

December 3, 2021

Chris Plagnol, Corporate Officer
Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

Via email: chris.plagnol@metrovancouver.org

Dear Mr. Plagnol:

RE: Anmore Comments re: Draft Metro 2050

Further to the letter the Village of Anmore received on July 14, 2021 regarding the regional growth strategy draft, Metro 2050, on behalf of Anmore Council, I am pleased to provide the following comments.

The Village of Anmore generally supports the strategies and changes included in the draft Metro 2050 document; however, it is important to note that many of the strategies are tailored to member municipalities that don't possess the same unique characteristics that Anmore does. As a community that is primarily designated as rural, but geographically located in very close proximity to Urban Centres and Major Transit Growth Corridors, the Village of Anmore is not well reflected in the strategy. In fact, other government agencies have also recognized some challenges with describing our community. As recently as 2010, the Statistics Canada Census categorized Anmore as "urban", until it developed a new category of "small population centre". This highlights that communities such as Anmore are not consistently thought of as the traditional definition of "rural".

Anmore Council hopes that this concern will be addressed in the final version of Metro 2050.

We applaud and thank the staff at Metro Vancouver and at each member municipality for the effort that has gone into drafting this important guiding document for the region.

Sincerely,



John McEwen, Mayor
John.mcewen@anmore.com
604-469-9877

City of Burnaby

Planning and Development
Committee
c/o Office of the City Clerk

B. Zeinabova, Acting City Clerk
E. Prior, Acting Deputy City Clerk

2021 December 15

FILE: 2410-20

Board of Directors
Metro Vancouver Regional District
Metrotower III
4515 Central Boulevard
Burnaby, BC V5C 0C6

Dear Board of Directors:

SUBJECT: METRO 2050: REGIONAL GROWTH STRATEGY UPDATE

Burnaby City Council, at its Open meeting held on 2021 December 13, received the above noted report from the Director Planning and Building and adopted the following recommendation contained therein:

1. THAT Council forward the report, including its attachments, to the Metro Vancouver Regional District (MVRD) Board of Directors for consideration, as the City's formal response to the draft Metro 2050.

As per recommendation No. 2, a copy of the report is *enclosed* for your information.

Sincerely,

Eva Prior
Acting Deputy City Clerk
eva.prior@burnaby.ca
604-570-3778

PLANNING AND DEVELOPMENT COMMITTEE

HIS WORSHIP, THE MAYOR
AND COUNCILLORS

SUBJECT: METRO 2050: REGIONAL GROWTH STRATEGY UPDATE

RECOMMENDATION:

1. THAT Council forward this report including its attachments to the Metro Vancouver Regional District Board of Directors for consideration, as the city's formal response to the draft Metro 2050.

REPORT

The Planning and Development Committee, at its meeting held on 2021 November 23, received and adopted the ***attached*** report providing comments on the draft vision of Metro 2050, Metro Vancouver's update of its regional growth strategy.

Respectfully submitted,

Councillor P. Calendino
Chair

Councillor S. Dhaliwal
Vice Chair

Copied to: Chief Administrative Officer
Deputy Chief Administrative Officer / CFO
Director Corporate Services
Director Engineering
Director Parks, Recreation and Cultural Services
Director Planning and Building
City Solicitor

TO:	CHAIR AND MEMBERS PLANNING AND DEVELOPMENT COMMITTEE	**DATE:**	2021 November 18
FROM:	DIRECTOR PLANNING AND BUILDING	**FILE:**	71000 01
SUBJECT:	***METRO 2050*: REGIONAL GROWTH STRATEGY UPDATE**		
PURPOSE:	To provide comments on the draft version of *Metro 2050*, Metro Vancouver's update of its regional growth strategy.		

RECOMMENDATION:

1. **THAT** the Committee request that Council forward this report including its attachments to the Metro Vancouver Regional District (MVRD) Board of Directors for consideration, as the city's formal response to the draft *Metro 2050*.

REPORT

1.0 INTRODUCTION

Metro Vancouver's regional growth strategy, *Metro 2040*, is being updated with a new document, *Metro 2050*. Metro Vancouver staff released the latest draft of *Metro 2050* for comment in July 2021. The purpose of this report is to provide comments from the City of Burnaby on the draft *Metro 2050*.

2.0 POLICY CONTEXT

The work to support the regional growth strategy update aligns with the following Council adopted plans and policies: *Corporate Strategic Plan* (2017), the *Official Community Plan* (1998) and the *Regional Context Statement* (2013).

3.0 ABOUT THE REGIONAL GROWTH STRATEGY

A regional growth strategy is a strategic long range plan that provides high-level guidance on land use planning for its member jurisdictions. The purpose and content of a regional growth strategy is set out in part 13 of the *Local Government Act*. A regional growth strategy must:

- have a minimum time frame of 20 years;
- include a statement on the future of the region;
- include regional population and job projections;
- include regional greenhouse gas (GHG) targets; and
- include actions to provide housing, transportation, regional district services, parks and natural areas, and economic development for the projected population.

Within two years of adoption of a new regional growth strategy, member jurisdictions must submit a regional context statement (RCS) to the MVRD Board. This is a report that specifies how each member's Official Community Plan aligns with the goals, strategies and actions in the regional growth strategy.

Metro Vancouver's current regional growth strategy is called *Metro 2040*. It guides planning for 23 member jurisdictions, including 21 municipalities, Electoral Area A and Tsawwassen First Nation. A map showing Metro Vancouver's member jurisdictions is shown in *Metro 2050*, page 104 (see ***Attachment #1***).

4.0 PURPOSE OF THE UPDATE

Metro 2040 was adopted in 2011, so is now 10 years old. It is being updated to respond to new and emerging priorities such as climate change, First Nations engagement, social equity, resilience and housing affordability. The update will align the growth strategy with other regional plans such as *Transport 2050*, TransLink's long range plan that sets out future transit investments, and *Climate 2050*, a climate strategy for the Metro Vancouver region. In addition, regional projections will be updated to 2050. The updated regional growth strategy, currently in draft form, is called *Metro 2050* (see ***Attachment #1***).

5.0 THE UPDATE PROCESS

Metro Vancouver began the update process in April 2019. The first draft of *Metro 2050* was released in installments based on the five major goals in *Metro 2050* between January and April 2021. During this time, staff attended meetings to discuss the proposed changes and submitted detailed comments to Metro Vancouver.

The second draft of *Metro 2050* was released for comment in July 2021. An overview of this draft was presented to Burnaby Council on 2021 October 25 by Metro Vancouver staff. Staff have reviewed this version and prepared comments for Metro Vancouver. A summary of these comments is given in ***Attachment #2*** of this report. Metro Vancouver have requested that comments from member jurisdictions be submitted by 2021 November 26.

Comments will be considered by Metro Vancouver in their preparation of a final draft. It is anticipated that a final draft will be brought to the MVRD Board for first and second reading in January 2022. If advanced, *Metro 2050* will be referred to a regional public hearing in February. This will then be followed by a formal acceptance period during which member jurisdictions, including the City of Burnaby, will decide whether to accept the update. If *Metro 2050* is accepted by all signatories, it will be brought to the MVRD Board for final adoption in June 2022.

If *Metro 2050* is adopted in June 2022, Burnaby's regional context statement (RCS) will be due for submission to the MVRD Board by June 2024. Work to update the RCS will coincide with the forthcoming update to the Official Community Plan (OCP).

Key dates in the update process are shown below.

Date	Metro Vancouver Action	City Action
April 2019	*Metro 2050* process formally initiated	n/a
January – May 2021	First comment period	City staff submitted comments in April 2021
July 2021 – November 2021	Second comment period	City to submit Council endorsed comments to Metro Vancouver by November 26
Anticipated Dates	**Metro Vancouver Action**	**City Action**
January 2022	Final draft of *Metro 2050* to the MVRD Board for first and second readings	n/a
February 2022	Regional public hearing on *Metro 2050*	n/a
March – May 2022	Formal acceptance period	City to accept/reject *Metro 2050* by Council resolution
June 2022	*Metro 2050* to the MVRD Board for final adoption	n/a
June 2022 – June 2024	Receive regional context statements	City to submit a new regional context statement within 2 years of final adoption of *Metro 2050*

6.0 KEY CHANGES TO DRAFT *METRO 2050*

Metro 2050 is a comprehensive update to *Metro 2040* rather than a complete replacement. Metro Vancouver staff have worked with member jurisdictions to explain all of the changes that have been made as part of the update and the rationale behind them. Key changes include:

1) The regional growth framework has been updated to add new types of growth centres and to better align with TransLink's plans for future transit investments.
2) There is a greater focus on housing, with emphasis on affordable, rental housing.
3) Stronger actions have been added to protect the region's industrial and employment lands.
4) Stronger actions have been added to address climate change and protect the environment.
5) There is an increased emphasis on working together with First Nations to address their long range planning needs.
6) There is an increased emphasis on social equity outcomes.
7) The regional projections for population, dwelling units, and employment have been updated, and now extend to 2050.

7.0 BURNABY'S COMMENTS ON *METRO 2050*

In April 2021, staff provided detailed comments to Metro Vancouver on the first draft of *Metro 2050*. Many of those comments have been addressed in the July draft.

The table in ***Attachment #2*** provides a summary of staff's comments on key changes that have been made as part of the update.

Overall, the updates that have been made to the regional growth strategy, such as the increased emphasis on affordable housing, climate change and resilience, and better integration with First Nations planning, are improvements. Staff support the work that has been undertaken to better integrate *Metro 2050* with *Transport 2050* and other regional plans. The commitment to address social and economic inequities by working toward equal access to housing, employment, green space and transit, is also supported. Structural changes to the document, such as the addition of strategy rationales, clearer definition of roles and responsibilities, and the addition of a glossary and dedicated map section, all help to make it easier to navigate and understand.

There are a number of policy areas that are generally supported with suggested changes, and one requested change. These are:

Suggested Changes:

1. **Growth Framework**
   Simplify the growth framework by reviewing the need for additional subtypes and using simpler names where possible, to make it easier to understand and monitor (see ***Attachment #2: Comment #1***).

2. **Major Transit Growth Corridors**
   Remove the Major Transit Growth Corridors (MTGCs) to further simplify the growth framework and reduce the potential for speculation along these corridors (see ***Attachment #2: Comment #2***).

3. **First Nations Integration**
   Acknowledge legislation on the rights of Indigenous Peoples, and consider how to address growth while working with First Nations to protect Cultural and Historical Heritage (see ***Attachment #2: Comment #3***).

4. **Liquid Waste**
   Extend the new actions around the provision of liquid waste services, such as undertaking natural hazard risk assessments, to water services (see ***Attachment #2: Comment #4***).

5. **Trade Lands**
   Soften the language on Trade Lands by requesting that members only '*consider*' identifying trade lands at this time. Staff would like to review the implications of identifying these lands after the new regional guidelines have been developed (see ***Attachment #2: Comment #6***).

6. **Industrial Lands Protection**
   Amend the language in this policy to provide more flexibility for members in undertaking these new actions (see **Attachment #2: Comment #7**).

7. **The Amendment Process**
   Set a time limit on the proposed regional public engagement process for Type 2 amendments, to provide more certainty to members on the timing of this process (see ***Attachment #2: Comment #21***).

Requested Change:

1. **Re-designating Land Uses**
   Keep the provision, included in *Metro 2040*, for members to re-designate small parcels of Employment Lands (1-3 hectares in size) to General Urban, when they are located within 150 metres of rapid transit stations (see ***Attachment #2: Comment #20***).

8.0 SUMMARY AND NEXT STEPS

The latest draft of *Metro 2050* is generally supported. Staff will continue to work collaboratively with Metro Vancouver staff to resolve any outstanding issues. This will include following up on these comments, as well as any additional comments provided by Council.

After responding to this round of comments, Metro Vancouver anticipates bringing the final draft of *Metro 2050* to the MVRD Board for the first and second bylaw readings in January 2022. This will be followed by a regional public hearing in February 2022.

The City will then need to decide whether to formally accept *Metro 2050*, by Council resolution, in spring 2022. If *Metro 2050* is formally accepted by all member jurisdictions, it will be brought to the MVRD Board for final adoption in June 2022.

9.0 RECOMMENDATION

It is recommended that a copy of this report including its attachments be forwarded to the Metro Vancouver Regional District (MVRD) Board of Directors as the City's formal response to the draft *Metro 2050*.

for: E.W. Kozak, Director
PLANNING AND BUILDING

SC:sa

Attachments

Copied to: Chief Administrative Officer
Deputy Chief Administrative Officer and Chief Financial Officer
Director Corporate Services
Director Parks, Recreation and Cultural Services
City Solicitor
Director Engineering
City Clerk

R:\Long Range Clerical\DOCS\SC\Committee Reports\2021\Metro 2050 Regional Growth Strategy Update (2021.11.23).docx

This attachment provides a summary of staff comments or key changes that have been made as part of the regional growth strategy update.

Comments on Goal 1: A Compact Urban Area

Description of Change	Staff Comments	Metro 2050
1. Growth Framework The regional growth framework includes an "Urban Containment Boundary" to prevent sprawl. Within this area, it establishes the strategic locations for growth. The growth framework has been updated to include new subtypes of Urban Centres and Frequent Transit Development Areas (FTDAs). These include Station Area FTDAs, Corridor FTDAs and High Growth Municipal Town Centres (HG-MTCs). These changes were made to more accurately reflect the functions and expectations for each type of growth centre.	**Supported with Suggested Changes** The City of Burnaby falls entirely within the Urban Containment Boundary. Burnaby's four existing town centre types will not change as a result of these new subtypes. The City currently has no FTDAs. In comments submitted to Metro Vancouver in April 2021, staff noted that this the growth framework is becoming increasingly complex, making it harder to explain and track. It is believed that this may unnecessarily detract from achieving the overall purpose of the growth framework. Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.	*Goal 1:* p.25 Table 3 Table 4

Description of Change	Staff Comments	Metro 2050
2. Major Transit Growth Corridors In the draft growth framework, new Urban Centres or Frequent Transit Development Areas may only be established within Major Transit Growth Corridors (MTGCs). MTGCs are select corridors on the Major Transit Network which are considered priority locations for growth. TransLink's Major Transit Network is a network that has been identified for higher order transit improvements. It includes current and planned rapid bus and SkyTrain routes, and is a subset of the Frequent Transit Network, a network with a 15 minute transit service. The principles used to select the MTGCs were as follows: • Anchored by Urban Centres or Frequent Transit Development Areas • Connected by the Major Transit Network • Generally resilient to natural hazards • Accessible to jobs and services • Walkable MTGCs will also be used for tracking performance on transit-oriented development objectives. Any amendment to the MTGCs will be considered a *Type 3* amendment to *Metro 2050*, requiring an affirmative 50% + 1 weighted vote of the MVRD Board.	**Supported with Suggested Changes** In Burnaby, the draft MTGCs include: • Hastings Street (from Boundary Road to Cliff Avenue); • Willingdon Avenue (from Hastings Street to Kingsway); and • the Expo and Millennium SkyTrain corridors. Under the updated framework, the City would be able to designate new Urban Centres or Frequent Transit Development Areas within 1 kilometre of these corridors. Staff suggest removing the MTGC layer from the growth framework. Priority locations for growth could continue to be tied to the Major Transit Network and subject to the MTGC principles. This would have the following benefits: • It would simplify the growth framework • It would alleviate potential development pressures associated with displaying growth corridors on a map. • MTGCs will be maintained by Metro Vancouver as part of Metro 2050, while the MTN will be maintained by TransLink. By removing MTGCs the growth framework would update automatically if TransLink make changes to the Major Transit Network, without having to make an amendment to Metro 2050. • Burnaby would be able to define future Frequent Transit Development Areas, in locations on the Major Transit Network that meet all of the MTGC principles, without potentially requiring an amendment to the MTGCs.	*Goal 1:* Action 1.2.24 Table 3 Table 4 See also: *Part F:* Section 6.3.4 6.12.1 *Part I:* Map 5

Description of Change	Staff Comments	Metro 2050
3. First Nations Integration The updated growth strategy emphasizes the importance of involving, engaging and collaborating with First Nations on regional planning matters. New actions under Goal 1 include advocating for equitable provision of amenities and services, incorporating First Nations development plans into the regional growth strategy, and working together to direct new development and infrastructure to areas that are transit-oriented and resilient to climate change impacts. Other notable new actions, under other goals, include: • working together to advance shared economic prosperity and resilience; • advocating for the Federal and Provincial governments to consult on planning for conservation and recreation lands, including during the review of future natural resource projects; • working together to increase understanding of Indigenous ecological knowledge and find joint stewardship and restoration opportunities; • advocating for provincial funding to support First Nations in developing housing needs reports; and Identifying opportunities to improve transportation to and within First Nations communities.	**Supported with Suggested Changes** Burnaby Indigenous Relations (IR) staff encourage more actions to involve, engage and collaborate with First Nations under Goal 2.2 and 2.3, as activities taking place on Industrial and Agricultural lands can directly and indirectly impact First Nations lands and activities. IR staff also note that *Metro 2050* does not reflect any acknowledgement of the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) or any understanding of how implementation of the Declaration on the Rights of Indigenous Peoples Act (DRIPA) will impact the Regional Growth Strategy. *Metro 2050* would benefit from acknowledging that all levels of government have responsibilities to address and implement the Truth and Reconciliation Calls to Action, and give due consideration to those Calls which may impact key stakeholders noted in *Metro 2050*, such as Call 92[1] and its role in economic development. *Metro 2050* also lacks any acknowledgement of how it will address growth while working with First Nations to protect and preserve Cultural and Historical Heritage.	*Goal 1:* Actions 1.1.6 1.2.7 1.2.15 1.2.24*f* 1.3.1 See also: *Goal 2:* Action 2.1.2 *Goal 3:* Actions 3.1.8*b* 3.2.3 3.2.4 3.3.2 *Goal 4:* Action 4.1.7 *Goal 5:* Actions 5.1.12 5.1.15*j*

[1] Call 92 is one of 94 recommendations in the 2015 Truth and Reconciliation Commission report. It calls for the corporate sector to commit to meaningful consultation on economic development projects, to ensure equitable access to employment and sustainable benefits from economic development projects, and to provide education for employees on the history of Aboriginal peoples. For the full report see www.trc.ca.

Description of Changes	Staff Comments	Metro 2050
4. Liquid Waste There are a number of new actions around the provision of regional liquid waste services. Member jurisdictions are being asked to keep Metro Vancouver informed of development plans that may impact regional sewers and of any plans to separate combined sewers. A natural hazard risk assessment must be in place before Metro Vancouver will approve any regional sewer applications. Metro Vancouver will develop guidelines on their specific requirements.	**Supported with Suggested Changes** Staff currently meet bi-monthly with Metro Vancouver and other municipalities under the Liquid Waste Services Committee to discuss these topics. Staff suggest extending these actions water services.	*Goal 1:* Actions 1.1.3 1.1.5 1.1.9*c*

Description of Changes	Staff Comments	Metro 2050
5. Major Trip-Generating Uses Members are being asked to direct any new major trip-generating uses on General Urban lands to Urban Centres and Frequent Transit Development Areas (FTDAs). "Major trip-generating uses" may be defined by municipalities, but should include: office or business parks, outlet shopping malls, post-secondary institutions and large-format entertainment venues.	**Supported** This policy has been amended in response to staff feedback. It now only applies to *new* uses. This means expansion of trip-generating institutions located outside of Urban Centres, such as BCIT, SFU and Burnaby Hospital, could now be supported under this policy. In future, any *new* 'major trip generating uses' would only be supported in Urban Centres or FTDAs.	*Goal 1:* Actions 1.2.24*c* (ii) 1.2.24*d*

Comments on Goal 2: Support a Sustainable Economy

Description of Changes	Staff Comments	Metro 2050
6. Trade-Oriented Lands Member jurisdictions are being asked to identify *trade-oriented lands* for a new regional map overlay. These are industrial lands that support regional, provincial, national or international goods movement. Additional protections would be applied to these lands, such as policies to prevent stratification and small lot subdivision. Removal of lands from the trade-oriented lands overlay will require a Type 3 amendment (50%+1 weighted vote of the MVRD Board). Metro Vancouver will provide guidance on setting criteria to identify these lands.	**Supported with Suggested Changes** The implications of adding lands to this new overlay can only be fully determined after further guidance has been prepared and distributed by Metro Vancouver. Staff would like to see a softening of the language in this policy to state that the City only needs to <u>*consider*</u> identifying these lands at this time.	*Goal 2:* Actions 2.2.9*b* 2.2.9*c*(viii) 2.2.9*c*(x) See also: *Part D:* Trade-Oriented Lands Overlay, p.16 *Part F* 6.3.4*h*

Description of Changes	Staff Comments	Metro 2050
7. Industrial Lands Protection Member jurisdictions are being asked to include additional OCP policies to manage and protect industrial lands. These include policies such as updating plans and bylaws for industrial lands, excluding some specific uses on industrial lands, updating municipal parking and loading requirements to avoid oversupply, preparing urban design guidelines to reduce conflicts, and preventing subdivision of trade lands. These changes stem from the Regional Industrial Lands Strategy[2], approved by the MVRD Board in July 2020.	**Supported with Suggested Changes** Staff support the protection of industrial lands. In comments submitted to Metro Vancouver in April 2021, staff noted that although these activities are generally supported, the level of detail included in these requirements may be beyond the scope of a regional strategy. Staff suggest that the language in this section could be amended to provide more flexibility for member jurisdictions in determining how and when to undertake these tasks.	*Goal 2:* Action 2.2.9*c*

[2] The Regional Industrial Lands Strategy includes recommendations for the future of industrial lands across Metro Vancouver to the year 2050. For the full report see: www.metrovancouver.org

Description of Changes	Staff Comments	Metro 2050
8. Adding Residential to Employment Lands Member jurisdictions may now, optionally, add a policy to their OCP to allow housing on some employment lands. The employment lands should be located: • Within 200m of an approved rapid transit station; **and** • Within an Urban Centre or Frequent Transit Development Area (FTDA). Housing units should be located: • On the upper floors, above new office and light industrial uses. There is an emphasis on affordable rental units. Municipal policies should also consider municipal objectives, local context and other regional growth strategy objectives.	**Supported** There are no employment lands in Burnaby that meet the current criteria for adding residential uses. There are employment lands located close to SkyTrain stations but they are not within areas currently defined as Urban Centers or FTDAs. Future transit investments along Canada Way and Willingdon Avenue, or the establishment of new Urban Centres or FTDAs, may open up opportunities for adding affordable housing under this provision. This will depend on the City's long range plans for growth which will be reviewed as part of the OCP Update.	*Goal 2:* Action 2.2.9*d* (vi) See also: *Part D:* Employ-ment p.13 *Goal 1:* Action 1.2.24*b*(x)

Description of Changes	Staff Comments	Metro 2050
9. Agricultural Lands Protection Metro Vancouver will increase its activities to protect agricultural lands by raising awareness of the importance of the agricultural sector and advocating for more provincial support in adapting agricultural practices to make them more resilient to climate change. New actions have been added to help protect the supply of agricultural land and strengthen agricultural viability. Member jurisdictions are being asked to consider introducing policies and programs that will increase markets and distribution of local food. They will also be required to support climate change adaptation for agricultural lands by monitoring flood impacts, implementing flood construction requirements and improving irrigation infrastructure to support agricultural production. Member jurisdictions are also being asked to ensure that their policies and zoning regulations align with the Agricultural Land Commission regulations.	**Supported** Burnaby has 142 hectares of land that has been regionally designated for agricultural use. These lands are all located in Big Bend, close to the Fraser River, and would benefit from additional support to make them more resilient to climate change impacts, such as flooding. Burnaby is currently exploring ways to protect agricultural land and developing a food systems strategy that will focus on increasing local access to food, bringing more land into active production, and expanding urban opportunities for growing food. The food systems strategy will examine the levers held by the City and community partners to support food production and distribution in an environmentally sustainable and equitable manner. The Burnaby Zoning Bylaw, specifically its Agricultural (A) Zoning Districts, will be reviewed to ensure consistency on uses in agricultural areas.	*Goal 2 :* Actions 2.3.12*b* 2.3.12*c*(iii)

Comments on Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards

Description of Changes	Staff Comments	Metro 2050
10. Protection of Provincial Natural Resources A new *natural resource areas* overlay has been added to the Conservation and Recreation Areas map. This will be used to identify provincial natural resources such as quarries, landfills and drinking water treatment facilities. This will assist with tracking and reporting ecosystems gains and losses.	**Supported** This does not directly impact Burnaby as there are no lands within the City that are included in this overlay. It is included here to highlight that it is a new addition to the growth strategy.	*Goal 3:* Action 3.1.4 See also: *Part D*: p.16 *Part I:* Map 9, p.112

Description of Changes	Staff Comments	Metro 2050
11. Nature Needs Half A new regional target has been set for the amount of land that should be protected from development. This has been increased from 40% to 50% of the region's land base by 2050. This new target is inspired by the international "*nature needs half*" movement, which is striving to preserve 50% of the world as natural environments.	**Supported** Burnaby intends to undertake ecological assessments of sensitive ecosystem inventory lands that are currently designated for development in community plans. It is probable that development may be advanced on some portions of these lands to meet other community objectives (affordable housing, for example). This may impact the feasibility of protecting 50% of Burnaby's land base. It is noted that this target is aspirational and will be measured as an average across the region, with each jurisdiction contributing as much as is feasible within their own local planning framework.	*Goal 3:* Action 3.1.4 See also: *Part D*: p.16 *Part I:* Map 9

Description of Changes	Staff Comments	Metro 2050
12. Tree Canopy Target A new regional target has been set to increase tree canopy cover from 32% to 40% within the Urban Containment Boundary (UCB) by 2050. This new policy stems from Metro Vancouver's Environment Policy Review recommendations. Achieving a regional target of 40% would increase community resiliency by reducing urban temperatures and associated heat-related morbidity and mortality; improving mental health; and intercepting rainwater.	**Supported** Forested canopy cover in Burnaby is currently at 34%. This includes forested parcels, public and private lands, parkland, as well as parcels of land that are designated for development in the OCP and Community plans. The City will need to develop new strategies to support strategic protection and planting of trees on both private and public lands to increase this percentage. This target is aspirational and will be measured as an average across the region. Metro staff have indicated that a *Metro 2050 Implementation Guideline* could be developed to assist with implementation toward this target. Staff support development of this guide.	*Goal 3:* 3.2.1 b)

Description of Changes	Staff Comments	Metro 2050
13. Climate Change and GHG Targets Goal 3 has been expanded to highlight the benefits of ecosystem protection and emphasize the connections between human settlement patterns, climate change and natural hazards. *Metro 2050* includes actions to support the *Clean Air Plan,* a draft regional plan for managing air quality, and *Climate 2050*, the regional climate strategy. Greenhouse gas emissions targets have not changed since *Metro 2040*. The targets are: to reduce emissions by 45% below 2010 levels by 2030, and to achieve a carbon neutral region by 2050.	**Supported** Burnaby's Climate Action Plan aligns with these goals and targets. Council declared a Climate Emergency in 2019 and a Climate Action Framework was adopted in 2020 which targets a 45% reduction in carbon emissions by 2030; 75% by 2040; and carbon neutrality by 2050.	*Goal 3:* Actions: 3.3.1 3.4.7 3.4.8

Description of Changes	Staff Comments	Metro 2050
14. Housing Goal Goal 4 has been dedicated to housing to emphasize its importance across the region. The *Metro 2040* strategy on creating complete communities, which previously addressed housing, has been moved to Goal 1. Two new housing strategies have been added to Goal 4. These strategies focus on protecting tenants, increasing rental housing and meeting the housing needs of low-income households and those who are currently experiencing or at-risk of homelessness.	**Supported** The City's goals and strategies for housing, set out in the draft HOME Strategy, align closely with the new regional housing goal and strategies. The City's Tenant Assistance Policy, adopted in 2019, provides protections for tenants facing displacement. The HOME Strategy includes actions that will work towards increasing housing supply and addressing local housing needs.	*Goal 4:* p.85

Description of Changes	Staff Comments	Metro 2050
15. Affordable Housing Target A new aspirational regional target has been set for affordable rental housing. This states that 15% of new units in Urban Centres will be affordable rental housing. Member jurisdictions are being asked to indicate how they will work towards this target. In *Metro 2050*, 'affordable housing' is defined as spending no more than 30% of gross income on housing, for households earning up to 120% of the regional median household income. In 2015, 120% of the regional median income was $87,200[3]. For a household with this income, the maximum to spend on housing (including utilities) would be $2,180 per month.	**Supported** The City's Rental Use Zoning Policy, adopted in May 2019, specifies that 20% of new multi-family units in Community Plan Areas should be rental, with rents set to 20% below the CMHC median rent for Burnaby. In 2020, rents set to 20% below the CMHC median rent for Burnaby ranged from $700-$1,560 per month depending on the unit size and location. Levels of affordability will vary by household income but, in many cases, the units created through this policy will have rents that meet the *Metro 2050* definition of "affordable". As such, the City will be able to contribute to this target.	*Goal 4:* Actions: 4.2.3 4.2.7 See also: *Part H*: p.101

[3] Metro Vancouver Housing Data Book, Table 1.1, 2019, based on Statistics Canada, 2016 Census.

Comments on Goal 5: Support Sustainable Transportation Choices

Description of Changes	Staff Comments	Metro 2050
16. Integration with Transport 2050 Goal 5 now has a stronger emphasis on collaboration with TransLink and reflects the work that has taken place to coordinate the *Metro 2050* growth framework with *Transport 2050*. Priorities for expansion of transit services between Urban Centres have been re-established as follows: **Priority 1:** Major Transit Network **Priority 2:** Frequent Transit Network **Priority 3:** Local Transit Network	**Supported** Staff support the commitment to coordinating and collaborating with TransLink in developing the land use framework for *Metro 2050*. Staff support the revised priority locations for expansion of transit services.	*Goal 5:* Action 5.1.3 *Part I:* Map 5, p.108

Description of Changes	Staff Comments	Metro 2050
17. Regional Parking Strategy Metro Vancouver is committing to collaborating with TransLink and member jurisdictions to jointly develop a new Regional Parking Strategy. This will provide guidance to inform municipal parking requirements.	**Supported** This action arose from Metro Vancouver's Transport Policy review and is supported. Burnaby has included a priority action in the draft Burnaby Transportation Plan to prepare a City-wide parking strategy. Staff view the regional strategy as complementary to the City's strategy.	*Goal 5:* Action 5.1.6

Description of Changes	Staff Comments	Metro 2050
18. Regional Greenways 2050 New actions have been added for members to support implementation of, and local connections to, the Regional Greenway Network and the Major Bikeway Network (MBN). A new map illustrating these networks has been added. These actions support the *Regional Greenways 2050* plan that was approved in November 2020. This plan sets out a long term strategy for a network of multi-use paths connecting regionally-important natural areas, parks and communities.	**Supported** In Burnaby, the regional greenways network includes the Trans Canada Trail, the Burnaby Mountain Urban Trail, the Central Valley Greenway, the BC Parkway and the Fraser Foreshore Park trail. TransLink's Major Bikeway Network includes Lougheed Highway, the BC Parkway, the Francis-Union bikeway west of Carleton Avenue, and the Sea to River bikeway between Francis Street and Kingsway. Planned connections identified for Burnaby include a missing link east of Burnaby Lake and parts of the Fraser Foreshore Park trail.	*Goal 5:* Actions: 5.1.5 5.1.14e 5.1.14f *Part I:* Map 10, p.113

Comments on Other Parts of *Metro 2050*

This section provides comments on changes made to other parts of *Metro 2050*. This includes changes to the regional projections, given in Part D, and changes to the implementation framework, given in Part F. The implementation framework is based on provisions set out in the *Local Government Act* and sets out the decision making process for making amendments to the Regional Growth Strategy.

Description of Changes	Staff Comments	Metro 2050
19. Regional Projections The regional projections for population, households and employment have been updated to 2050. The updated projections will be monitored through an annual review of growth activity, migration flows and births, deaths, and fertility rates. They will undergo a major review with the release of the 2021 census data in 2022. Projections will now be reported on a sub-regional level. Burnaby will be part of the "Burrard Peninsula" sub-region along with UEL/UBC, the City of Vancouver and the City of New Westminster. Below is a snapshot of the new projections: **Burrard Peninsula** / **Total Projected Change 2020-2050** / **Annual Change 2020-2050** Population: +322,900 / +10,763 Dwelling Units: +160,500 / +5,350 Jobs: +148,300 / +4,943	**Supported** Staff have reviewed the draft projections and accepted them in principle, on the basis that Burnaby's projections will be re-evaluated when the City undertakes more detailed projection work for the OCP. Staff support the statement that the regional projections are provided for guidance only and should not be considered to represent growth targets. Staff support grouping municipal projections into regional sub-areas. This reduces the local errors that may be associated with allocating regional growth to individual municipalities and provides flexibility for adjustments to local projections.	*Part D:* p.17 Figure 3: p.19 Table 1 p.20

Description of Changes	Staff Comments	Metro 2050
20. Re-designating Land Uses Previously, in *Metro 2040*, local governments could re-designate Employment Lands to General Urban, provided they were between 1 and 3 hectares and within 150 metres of a rapid transit station. These re-designations could be made without requiring a new regional context statement or consideration by the MVRD Board. This provision was included in *Metro 2040* to allow for appropriate municipal flexibility in managing local land use changes. In the draft *Metro 2050*, this flexibility has been removed. A new provision has been added in the draft *Metro 2050* to allow some residential on Employment Lands, if they are 200 metres from a rapid transit station *and* within an Urban Centre or FTDA. (See **Comment #8** for more details).	**Requested change** Staff support protecting Employment Lands. However, the new provision to permit residential uses on some Employment Lands is no substitute for the previous ability to re-designate Employment Lands to General Urban. Firstly, Burnaby's Employment Lands that are close to rapid transit stations are all outside current Urban Centres and FTDAs so the new provision would not apply to them. (e.g. lands located around Gilmore, Holdom, Lake City Way and Production Way SkyTrain stations). Secondly, adding residential to Employment Lands does not address the many other types of uses, such as commercial and institutional uses, that are permitted under the General Urban designation. Staff request that *Metro 2050* retains the provision, included in *Metro 2040*, for members to re-designate Employment Lands to General Urban if they are within 150 metres of a rapid transit station. As before, this should apply to any existing or approved rapid transit station (i.e. not be limited to *rail* stations).	*Part F:* Action 6.2.7b

Description of Changes	Staff Comments	Metro 2050
21. The Amendment Process Key changes to the process to amend the regional growth strategy include: 1. The length of time for affected local governments and agencies to comment on a proposed amendment has been extended from 30 days to 45 days. 2. Type 2 amendments no longer require that the MVRD Board hold a public hearing. Type 2 amendments are minor amendments such as modifying the Urban Containment Boundary, adding Urban Centres or changing land use designation descriptions. In place of a public hearing, MVRD will provide public engagement opportunities such as providing comment forms on the Metro Vancouver website, providing opportunities for the public to appear as a delegation to the MVRD Board, or hosting a public information meeting.	**Supported with Suggested changes** Staff support these changes, but have suggested adding a time limit to the public engagement opportunities so there is more certainty for members on the total length of time the amendment process will take. A timeline of 45 days is suggested to make this consistent with the local government commenting period.	*Part F:* 6.4.4c, p.92

From: [Member of the Public]
Sent: Thursday, October 21, 2021 8:30 AM
To: RPH - Regional Planning
Subject: Metro 2050

WARNING: This email originated from outside of our organization. Do not click any links or open attachments unless you trust the sender and know the content is safe.

In the long run it makes sense to run a skytrain line down lougheed hwy through Port Coquitlam. I'm talking about the North side of the CP rail yard. Then when the day comes to hook up with Maple Ridge it will make sense why we went down lougheed hwy instead of following the CP rail mainline. The CP rail mainline takes a huge turn as it enters maple ridge then follows the Fraser river. Nobody lives on the side that the river runs down plus it would be bad for the health of our river, not to mention the maintenance cost of constantly dealing with a river being near any structures. Follow Lougheed Hwy it's where all the ridership will be.

Kwikwetlem First Nation
Lands and Resources Department
2-65 Colony Farm Road
Coquitlam, B.C. V3C 5X9
604-540-0680
kʷikʷəƛəm

November 25, 2021

Re: KFN's Review of Metro 2050

Thank you for the invitation to review Metro 250, after reading the document it's obvious that a lot of consultation has occurred. There seems to be a concerted effort to get acceptance from every quarter.

It reminds me of President Obama's efforts to pass his healthcare bill - the Affordable Care Act - in 2010. He eviscerated the text thinking it was better to get something passed than nothing at all; and then was soundly criticized because some thought it ineffectual, while others thought it extreme.

Some 10 years after the fact, the 50.1 million Americans once without health insurance care are fewer by 19.2 million or some 38.4%.

Put another way, the bill had a 60% plus failure rate.

Still 19M is a lot of people.

His work - and Metro 2050 - begs the question: how do we public servants maximize the ROI given political constraints? How do you get a failure rate way below 60% without failing completely? This is how:

By not reinventing the wheel. By presenting current best practices to our decision makers, we do not have to accept concessions from interest groups that are not in the community's interest. Documents like Metro 2050 do not have to appeal to the lowest common denominator, they do not have to be watered down. What struck me most by while attending the Metro 2050 meetings is the almost total absence of reference to best practices. It's as if none of the planners attend international conferences or follow academic literature. This is not good. The ignorant and their charges (the leaders and citizens of BC) are often victimized by those that know more.

By having agendas. Very few political leaders are knowledgeable about their portfolios when they on-board: they depend upon planners and other public servants for what they think. The world is not run by power, but by competence. If you are truly competent you have a vision for your life, for taking what you know – and believe - and manifesting it in the world. This is the support (agenda) political leaders (who largely have no vision) need to support effective

planning. We – as subject experts – need to sell our agenda; for the benefit of all; not capitulate to interest groups (unless of course they are advocating for a best practice).

By effective messaging. Our messaging should be of the form: here is the spectrum of options and predicted outcomes, these interest groups want x, y & z options; a survey of world best practices recommends this option. And then with diplomacy we say to our leaders: do you want to be a leader or follower? Do you want to build the best possible world for your children, or do you want to fail? We have to say this at least five times to the same audience to get even minor traction. Embracing rejection while trumpeting truth is what we signed up for.

My recommendation: And perhaps you are doing this already, or don't have the time, but the lower mainland planners should have a monthly meeting to determine a group message, or series of messages that reflects the world's best practices and then sing in concert to our elected representatives. This is the true work not only of competent public servants, but of responsible citizens.

Best,

RC.

Robert Corman
Lands & Resources Director
KFN

CITY OF SURREY

the future lives here.

December 22, 2021

File: 0450-01

Metro Vancouver Board
c/o Chris Plagnol, Corporate Officer
4730 Kingsway (Metrotower III)
Burnaby, BC
V5H 0C6

Dear Mr. Plagnol:

RE: Regional Growth Strategy Update -Draft Metro 2050- Comments from the City of Surrey

The purpose of this letter is to inform Metro Vancouver of Surrey Council's request to seek additional engagement regarding Regional Growth Strategy -Draft Metro 2050 prior to the final draft being presented to the Regional Planning Committee and Metro Vancouver Board (see Council Resolution as Attachment "1").

At the Regular Council in Committee Meeting on October 18, 2021, Sav Dhaliwal, Metro Vancouver Board Chair, Jerry Dobrovolny, CAO/Commissioner of Metro Vancouver Regional District, Heather McNell, General Manager of Regional Planning and Housing Services, and Metro Vancouver appeared as a delegation to Surrey Council. The delegation provided a PowerPoint presentation regarding Metro 2050 Regional Plan.

The following information was highlighted:

- Metro 2050 Regional Plan is a long-range policy plan that addresses regional issues and manages growth. There is a high degree of collaboration in the creation of the Plan and all member jurisdictions must sign on. The Metro 2050 Regional Plan will build on the successes of the Metro 2040 Regional Plan, align with Transport 2050, and respond to the critical challenges of housing affordability, resiliency, and climate change. The Plan includes actions for Metro Vancouver, TransLink, and its member jurisdictions.

- The process for creating Metro 2050 began in 2019 with board approved engagement plan that included consultation with municipalities, regional

agencies, First Nations, TransLink, and as well as, public dialogue events and online engagement.

- The Plan provides information for planners and engineers regarding the anticipated growth each city in the region can expect. It is expected that the Lower Mainland will welcome approximately 35,000 new residents annually, with many settling in Surrey. As the population spreading across the region can have budgetary implications, the Plan has five goals such as, creating a compact urban area, support a sustainable economy, protect the environment, respond to climate change and natural hazards, provide diverse and affordable housing choices, and support sustainable transportation choices.

At the Regular Council Public Hearing Meeting on November 22, 2021, Surrey Council received Corporate Report R231 comments on Metro Vancouver's draft for Regional Growth Strategy - Metro 2050. Surrey Council expressed concerns regarding the role Metro Vancouver intends to have with respect to land use planning in Surrey after reviewing comments from staff members. Council indicated that they had additional questions and comments and requested that the report be referred to staff to address Council's concerns before providing feedback to Metro Vancouver.

At the Regular Council Land Use Meeting on December 20, 2021, Surrey Council passed the following motion that:

1. Surrey Council requests that Metro Vancouver provides additional time for Surrey Council to review and fully understand Metro Vancouver's draft of the Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and

2. To assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

If you have any further questions, please contact Preet Heer, Manager, Community Planning at pheer@surrey.ca.

Sincerely,



Ron Gill.
Acting General Manager, Planning & Development

CC: Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Sean Galloway, Director, Regional Planning, Metro Vancouver
James Stiver, Manager, Growth Management and Transportation
Preet Heer, Manager, Community Planning, Planning & Development, City of Surrey
Patrick Klassen, Community Planning Manager, Planning & Development, City of Surrey

Attachment "1"
Resolution from the Regular Council Land Use meeting – December 20, 2021

Resolution from the Regular Council Land Use meeting – December 20, 2021

1. Metro Vancouver Regional Growth Strategy

File: 0450-01

It was moved by Councillor Guerra, Seconded by Councillor Patton that:

1. Surrey Council request that Metro Vancouver allow additional time for Surrey Council to review and fully understand Metro Vancouver's draft for Regional Growth Strategy - Metro 2050, prior to the City providing comments on the strategy; and

2. To assist with the review, Surrey Council requests that Metro Vancouver staff schedule a workshop with Surrey Council to provide an opportunity to review and ask questions regarding the draft Regional Growth Strategy - Metro 2050.

RES.R21-2403 Carried

Additional Recommended Edits to *Metro 2050*

Section	Policy #	Page #	Change	Rationale
Introduction	Table of Contents	vi	Make punctuation on List of Table and Figures consistent	Consistency
Introduction	Working Together with First Nations	2	Remove ", as federal lands,"	Requested by a local First Nation
Introduction	n/a	4	First paragraph, right column - change 'further' to 'furthermore'	Grammar edit
Introduction to the Region	Challenges and Opportunities	7	"Reconciliation with Indigenous Peoples - Working towards reconciliation introduces a cross jurisdictional consideration for regional districts, since the primary intergovernmental relationships for First Nations is with the federal and provincial governments. While the regional growth strategy does not apply to reserve lands, it potentially impacts them. In further fostering relationships with First Nations and understanding the various challenges, opportunities, and impacts on all partners, we can collectively move forward and be inclusive of all residents of the region."	Recommended by Provincial staff
Introduction	Goal 5 Intro	11	2nd to last sentence. Add "and" and remove the comma between "emissions" and "household" and add "s" to the end of "expenditures"	"reduces" applies to "greenhouse gas emissions" and "expenditures" but not to "air quality"
Introduction	Goal 5 description	11	Add a comma after "the region's communities,"	Grammar edit
D - Definitions	Employment	13	Remove "the" after "meet the needs of…"	Grammar edit
D – Definitions	MTGCs	15	Add a call out box listing the MTGC selection criteria.	Emphasize how the MTGCs were selected (this info provided in text)
D - Projections	n/a	17	At the beginning of the paragraph add "At the last Census in 2016, Metro Vancouver's population…"	Clarity
D - Projections	n/a	17	Edit top paragraph on the right last sentence, on p 17 to read: "This shift will impact the number and type of new housing units required to accommodate the projected population. In order to be clearer and recognize that is not just the number of units, by types."	Clarity

D - Projections	n/a	18	Add "Bowen Island" to North Shore sub-region in first paragraph in right column on page 18 for consistency.	Clarity
D - Projections	Sub-Regions	18, 19, 20	Change “Tri-Cities” sub-region to be called “Northeast” sub-region, and original “Northeast” sub-region revised to read "Ridge Meadows" sub-region.	Sub-region renaming to align with other regional processes and plans.
Goal 1	6.3.4a) and Table 4	35, 91	Harmonize the buffer area for FTDAs (800m vs 1000m vs 1200m)	The two tables are inconsistent and they also are not consistent with the MTGC policy. Needs to be more clear for members how far from the MTN an FTDA can be.
Goal 1	Table 3 and 4	33 and 35	Cut the FTDA sub-types. Go back to the single FTDA type.	Unnecessary complexity.
Goal 1	Preamble	25	In box, 1.4 edit the word “Lands” to have a lower case L	Grammar edit
Goal 1	1.1.9 c)	27	Add the word “and” to the end of the phrase	Grammar edit
Goal 1	1.1.9	27	Capitalize “Member Jurisdictions”	Grammar edit
Goal 1	1.2.22	30	Replace reference to Vancouver Fraser Port with “Port of Vancouver”	Consistency
Goal 1	Table 4	35	Delete from top of table “CENTRE TYPE RECLASSIFICATION FRAMEWORK,” as duplicated in the name of the Table.	Consistency
Goal 2	2.1.10 c)	44	Remove "include policies that"	Consistency
Goal 2	2.1.6 b) 2.1.7 b) 2.2.7 c)	43, 44, and 45	Reword 2.1.6 b); 2.1.7 b); 2.2.7 c) to replace "accelerate the movement of…modes" with "expedite the transition to energy efficient, low, and zero emission modes for goods movement"	Clarifies previous ambiguity.
Goal 2	2.3.1 b)	48	Add the word “goal” after “strategy”	Greater clarity.
Goal 2	2.2.9 d) v)	48	Point should end with “and” to connect it to next sub point	
Goal 2	2.3.12 c) v)	50	Point should end with “and” to connect it to next sub point	Consistency
Goal 2	2.3.9	49	Revise to reference Table 5 and so that it reads: "...resilience to climate change and natural hazard impacts, such as those identified in the regional growth strategy (Table 5)."	Reference Table 5
Goal 3	3.2	58	Add as a new subsection to 3.2.6 Action for MV to: "Advocate to the Province to update and consolidate invasive species legislation to better support the management of high-risk invasive species."	Advocating to the province for invasive species legislation will support member jurisdictions to implement Action 3.2.7c) iii)
Goal 3	3.3.7 b i)	62	Point should end with “and” to connect it to next sub point	Consistency

Goal 3	3.4.4 c)	65	“Emergency Program Act” - text should be italics but not bold	Consistency
Goal 3	3.1.9 b) viii), 3.2.2a), 3.2.3 c), 3.2.6b), 3.2.7. c) ii	57, 58, 59, 70	change "climate-related impacts" to "climate change impacts." Change "climate resiliency" to "resilience." Change "climate adaptation" to "climate resilience."	Align with terminology used in Climate 2050
Goal 3	3.2.3 c)	58	remove the word "the" so it reads "…maximizing climate resilience, biodiversity…"	Clarity
Goal 3	3.2.6 b)	59	"nature-based climate solutions" should be changed to "climate change solutions"	Align with terminology used in Climate 2050
Goal 3	3.4.5	66	Reword 3.4.5 to "Adopt Regional Context Statements that: a) include policies that minimize risks associated with climate change and… b) include policies that discourage new development in…"	Consistency
Goal 4	4.1.7	71	Replace “Treaty and Non-Treaty First Nations” with “Treaty and other First Nations.”	Recommended by Provincial staff
Goal 4	4.2.3	73	Clarify new language for 4.2.3 Affordable Housing Target: **"**Set a regional target that at least 15% of newly completed housing units built within all UC & FTDAs combined, by the year 2050, be affordable rental housing units. MV will monitor progress towards the target and review the target periodically**."**	Clarifies that 15% is a minimum and that more affordable housing is encouraged. Clarifies that the target is measured at the regional scale.
Goal 4	4.2.7 a)	74	Clarify new language for 4.2.7a) : "Member jurisdictions will: Adopt Regional Context Statements that: indicate how they will, within their local context, work towards the regional target of having at least 15% of newly completed housing units built within all Urban Centres and Frequent Transit Development Areas combined, by the year 2050, be affordable rental housing units."	Clarifies that 15% is a minimum and that more affordable housing is encouraged. Clarifies that the target is measured at the regional scale.
Goal 5	5.1.14	80	Delete "identify land use and transportation policies and actions that" and move "identify land use and transportation policies and actions" to the beginning of 5.1.14 a)	Consistency
Implementation	Table 6	86	1) change "Board" to "MVRD Board" in first 3 rows of Table 6; 2) in last sentence of the footnote on page 86, change "Metro Vancouver Board" to "Metro Vancouver Regional District Board".	Consistency

Implementation	6.2.7	87-88	Add a row in Table 6 that explains how the Flexibility Clause fits into the implementation framework.	Puts the flexibility clause in 6.2.7 into the greater context of the Implementation of Metro 2050.
Implementation	6.4.4 c) + 6.4.5	92	Add list of bullets for forms of public engagement under 6.4.5 c) for Type 2 amendments to also apply to Type 3 amendments	Clarify public engagement opportunities in Type 3 amendments.
Implementation	6.5.2	92	Second reference in sentence to Nation should say “Tsawwassen First Nation” (in full).	to be consistent and clear
Implementation	6.13.2	96	Edit to read "Tables 5 and 6;"	Add Table 5 (which is on page 64) to the list of items that are for Reference Only
Implementation	6.13.2	96	Between Figure 4 and Figure 5, add missing word “and”	
Performance Measures	n/a	98	Delete "(UCB)" on 3rd bullet on page 98.	Consistency
Performance Measures	n/a	98	Revise 3rd bullet under "Urban Containment" to read: "Number and status of new regional sewerage service connection applications made for areas outside of the Urban Containment Boundary (UCB) to lands with an agricultural, Rural, or Conservation and Recreation regional land use designation”	Clarity
Glossary	n/a	101	Remove the smaller black text that reads "Metro 2050 Glossary"	Formatting
Glossary	n/a	102	Revise sentence to read "A Regional Context Statement and the rest of the Official Community Plan must be consistent or must demonstrate how they will made consistent over time."	Consistency
Glossary	Ecosystem Services definition	102	Add reference to Figure 4 where the ecosystem services are illustrated.	Provide context by connecting figures with policy text.
Glossary	n/a	103	In definition of Transit-Oriented Development use "metres" not "m".	Consistency

To: Regional Planning Committee

From: James Stiver, Division Manager, Regional Land Use Policy,
Regional Planning and Housing Services

Date: December 14, 2021 Meeting Date: January 14, 2022

Subject: ***Metro 2050* Bylaw Approvals Process**

RECOMMENDATION

That the MVRD Board receive for information the report dated December 14, 2021, titled "*Metro 2050* Bylaw Approvals Process".

EXECUTIVE SUMMARY

This report outlines the process and timeline for consideration of approving *Metro 2050*. To continue to adhere to the Board-directed timeline for the approval of *Metro 2050* within this local election cycle, the timeline for the upcoming approvals phase, consistent with the requirements of the *Local Government Act*, is laid out in the report as follows:

- **January** – Regional Planning Committee and MVRD Board receive comments on the draft *Metro 2050*, as well as recommended changes.
- **February** – Regional Planning Committee and MVRD Board to consider 1st and 2nd reading of the *Metro 2050* bylaw and schedule the public hearing.
- **March** – Metro Vancouver to provide notice and host a Public Hearing, and MVRD Board to consider 3rd reading of the *Metro 2050* bylaw and refer for acceptance by affected local governments.
- **April / May** – Affected local government acceptance period.
- **July** – MVRD Board to receive affected local government acceptances and consider 4th reading and adoption of the *Metro 2050* bylaw.

PURPOSE

To seek direction from the Regional Planning Committee and MVRD Board regarding the process for advancing the *Metro 2050* bylaw, the updated regional growth strategy, and holding the required public hearing according to the approved processing timeline.

BACKGROUND

At its June 25, 2021 meeting, the MVRD Board referred the draft of *Metro 2050* out to member jurisdictions, TransLink, adjacent regional districts, local First Nations, regional stakeholders, and the public for comment over a 5-month period that ended on November 26, 2021 (Reference 1). Under separate cover in this agenda package is a report that summarizes comments received, proposes changes to *Metro 2050* to respond to comments, and provides an opportunity for the MVRD Board to give direction on next steps in the *Metro 2050* approval process. This report provides an overview of the approval process contingent on the Board's direction.

METRO 2050 BYLAW ADOPTION TIMELINE

At its April 2019 and September 2019 meetings, the MVRD Board approved the timeline and scope of work for updating the regional growth strategy (References 2 and 3). Staff were directed to work towards completing the update within this local election cycle. The project timeline was temporarily suspended due to the Covid-19 pandemic, and in November 2020 the MVRD Board again gave direction to continue with the approved timeline (Reference 4).

The Board-approved project timeline denotes the approvals phase for *Metro 2050* as follows:

- **January 2022** Regional Planning Committee and MVRD Board – Receive comments on the draft *Metro 2050,* as well as any recommended changes, and consider whether to continue with the same timeline to bring the *Metro 2050* bylaw forward in February for consideration of 1st and 2nd reading.
- **February** Regional Planning Committee and MVRD Board – Consider 1st and 2nd reading of the *Metro 2050* bylaw, address public hearing requirements and schedule the public hearing for the end of March.
- **March** Metro Vancouver to provide notice of the Public Hearing, a minimum of 10 days and maximum of 20 days' prior to the selected public hearing date per the *Local Government Act*.
- **March** MVRD Board – Host the required Public Hearing; Refer the *Metro 2050* bylaw for acceptance by affected local governments, and consider 3rd reading of the *Metro 2050* bylaw
- **April / May** – Affected local government acceptance period.
- **July** MVRD Board – Receive affected local government acceptances and consider 4th reading and adoption of the *Metro 2050* bylaw.

Opportunities for Affected Local Governments to Accept or Refuse to Accept Metro 2050

During the affected local government acceptance period, it should be noted that the *Local Government Act* requires a response of acceptance or refusal to Metro Vancouver via Council or Board resolution within 60 days, or the affected local government is deemed to have accepted the regional growth strategy.

If the affected local government refuses to accept the regional growth strategy, they must indicate each provision to which it objects, the reasons for the objection and whether it is willing for a provision to which it objects to be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction. As stipulated by the *Act,* all affected local governments are entitled to participate in a non-binding resolution process to resolve an objection or anticipated objection by an affected local government.

ALTERNATIVES

This is an information report and as such, no alternatives are provided.

FINANCIAL IMPLICATIONS

It is anticipated that the public hearing for *Metro 2050* required in accordance with the *Local Government Act* will cost approximately $25,000. This funding has been budgeted and is included as part of the MVRD Board-approved 2022 Regional Planning budget.

CONCLUSION

Given the current Board-approved timeline for *Metro 2050,* and the scheduled 2022 Regional Planning Committee and MVRD Board Meeting dates, this report presents the required approvals process.

References

1. Report dated May 25, 2021, titled "Draft *Metro 2050:* Referral for Comment" presented to the MVRD Board at its regular meeting of June 25, 2021.
2. Report dated March 28, 2019, titled "Towards Metro 2050: Updating Metro Vancouver 2040: Shaping our Future" presented to the MVRD Board at its regular meeting of April 26, 2019.
3. Report dated August 15, 2019, titled "*Metro 2050* Scope and Status Update" presented to the MVRD Board at its regular meeting of October 4, 2019.
4. Staff presentation to the Regional Planning Committee on the revised *Metro 2050* timeline.

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Planning Committee

From: Laurie Bates-Frymel, Senior Planner, Regional Planning and Housing Services

Date: December 17, 2021 Meeting Date: January 14, 2022

Subject: **Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work**

RECOMMENDATION

That the MVRD Board receive for information the report dated December 17, 2021, titled "Land Cover Classification and Sensitive Ecosystem Inventory Update – Scope of Work".

EXECUTIVE SUMMARY

This report provides an overview of the proposed process to update Metro Vancouver's Land Cover Classification dataset and the Sensitive Ecosystem Inventory. Generated using sensing imagery, the Land Cover Classification provides a map of general land features while the Sensitive Ecosystem Inventory identifies the most ecologically important areas in the region. While Metro Vancouver uses these important GIS datasets for *Metro 2040* performance monitoring and reporting, they are also critical resources for internal and external stakeholders across the region. This project will ensure that the datasets reflect changes to the region's landscapes since 2014, identify the gains and losses in sensitive ecosystems, and inform future updates to Map 11 (Sensitive Ecosystem Inventory) in *Metro 2050*. The project is expected to be completed by the spring of 2023.

PURPOSE

To provide the Regional Planning Committee and MVRD Board with an overview of the planned update to Metro Vancouver's Sensitive Ecosystem Inventory (SEI) and Land Cover Classification (LCC) datasets.

BACKGROUND

The Land Cover Classification and Sensitive Ecosystem Inventory are foundational datasets for the region. They are utilized by member jurisdictions, regional agencies, environmental organizations, and Metro Vancouver for both utility planning and regional growth strategy monitoring and reporting. Both datasets were first compiled in 2009 and subsequently updated with 2014 imagery. Metro Vancouver is committed to maintaining these datasets and updating every six years. This report provides the scope of work for the 2022 update.

THE LAND COVER CLASSIFICATION AND SENSITIVE ECOSYSTEM INVENTORY DATASETS

The Land Cover Classification (LCC) dataset provides a contiguous surface map of biophysical classes (e.g. buildings; pavement; soil; grass-herb; shrub; coniferous, deciduous and mixed trees; water) across the region. In 2014, the LCC was created using RapidEye 5m multi-spectral satellite imagery and full feature LiDAR data (2m resolution, where available). Metro Vancouver uses the LCC to inform other geospatial analyses, such as tree canopy cover and imperviousness, carbon storage, ecosystem connectivity, and the SEI. For the latter, the LCC classes are used to determine landscape context and

inform the assessment of ecosystem quality. See Reference 1 for additional technical information about the LCC.

Employing provincial inventory standards, the Sensitive Ecosystem Inventory (SEI) identifies and maps ecosystems to support the use of ecological data in decision making across the region. 'Sensitive Ecosystems' are ecologically fragile, rare or at-risk (e.g. wetland, estuarine, old and mature forest, riparian, alpine, woodland). The SEI also includes 'Modified Ecosystems' that have been altered (e.g. young forest, old field) but have significant ecological value and importance for biodiversity, particularly in fragmented landscapes where Sensitive Ecosystems have been lost. In the SEI, Sensitive and Modified Ecosystems are further categorized into ecosystem classes and subclasses, and the quality of each polygon is rated. See References 2, 3, and 4 for additional technical information about the SEI.

Multiple internal and external stakeholders have relied on the SEI dataset to incorporate ecological considerations into their work, including:

- Regional Parks to inform the *Regional Parks Land Acquisition 2050 Strategy*;
- Metro Vancouver utilities for project environmental assessments;
- Provincial and federal agencies (e.g. Canadian Wildlife Service) for wetland mapping;
- Member jurisdictions for natural assets inventory projects; and
- Academics for research purposes.

These datasets are also critical for *Metro 2040* performance monitoring and reporting including:

- Hectares of land inventoried as a Sensitive or Modified Ecosystem and
- Percent of inventoried Sensitive and Modified Ecosystems rated high quality.

Metro 2050

The draft *Metro 2050* contains an action for Metro Vancouver to continue collecting and maintaining the SEI, reporting on gains and losses, and sharing this and other datasets with member jurisdictions (policy action 3.2.2a). Additional actions are included for both Metro Vancouver and member jurisdictions to support the protection, enhancement, and restoration of ecosystems as identified on Map 11 (SEI map) of *Metro 2050* or more detailed local ecological and cultural datasets; Map 11 provides a snapshot of the Sensitive Ecosystems and Modified Ecosystems across the region from 2014 (Reference 5). Completing the updates to the SEI and LCC datasets will inform future updates to Map 11 to more accurately illustrate the current status of the region's Sensitive and Modified Ecosystems, ensuring that the SEI continues to be an effective and relevant land use and conservation planning tool going forward.

PROJECT OBJECTIVE AND SCOPE

The objective of this project is to update the LCC and SEI GIS datasets to allow for change reporting, and improve the methodology to ensure faster updating, with the same or improved resolution and levels of accuracy. Regional Planning will retain a consultant to:

1. Develop and implement a methodology (based on provincial standards and established classification systems) to:

- Create an updated high-resolution (2-5m) contiguous LCC dataset for the Metro Vancouver region;
- Create an updated SEI dataset for the Metro Vancouver region;
- Spatially identify and categorize change between Land Cover classes since 2014;
- Spatially identify and categorize loss of SEI ecosystems since 2014;
- Update all SEI attributes for polygons that have changed;
- Update the SEI Landscape Context attribute for all SEI polygons, using the LCC;
- Improve the efficiency of change detection and trend reporting over time; and
- Assess the accuracy of the final datasets and achieve levels of accuracy that meet or exceed the 2014 SEI and LCC.

2. Work with remote sensing and SEI advisors, as determined by Metro Vancouver;

3. Consult with potential users (including the Regional Planning Advisory Committee and its Environment Subcommittee) to enhance credibility and usability;

4. Provide a tool (e.g. Excel pivot table) for Regional Planning staff to easily report on losses, gains, and condition changes at the regional, sub-regional, and municipal level; and

5. Compile a report(s) that summarizes the methodology, accuracy assessment, and change methodology; and provides an outline of the data compilation and quality control process.

Regional Planning will conduct post-processing for *Metro 2050* performance monitoring and share these datasets with member jurisdictions and others on Metro Vancouver's Open Data website.

PROJECT TIMELINE

Regional Planning has been investigating the capabilities of local consultants with the intent to initiate this project in early 2022. It is estimated that the work will be completed in early 2023, with the following interim milestones:

Task	Timeline
Seek feedback on the project scope and objective from: - Regional Planning Advisory Committee - Regional Planning Committee	 November 2021 January 2022
Retain consultant and third party advisors	February - September 2022
Finalize LCC dataset	September 2022
Finalize SEI dataset	December 2022
Post-processing (i.e. additional geospatial analysis, posting on the corporate database, updating the SEI map viewer)	December 2022 - February 2023
Reporting out to the Regional Planning Advisory Committee and the Regional Planning Committee	Spring 2023

To assist with verification, Regional Planning requested that Regional Planning Advisory Committee members provide local LiDAR data, ecological datasets, and information about restoration projects that have been completed since 2014.

AFTER PROJECT COMPLETION

Map 11 (SEI map) in *Metro 2050* currently provides a snapshot of the Sensitive Ecosystems and Modified Ecosystems across the region from 2014. Once the SEI and LCC datasets have been updated, they will be used to inform a future minor amendment of *Metro 2050* to replace Map 11 with a new, updated SEI map.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The project is consistent with the 2022 budget approved by the MVRD Board on October 29, 2021. In the Regional Planning budget, $90,000 has been allocated for consultant support and $10,000 for third party project advisors.

CONCLUSION

Regional Planning is initiating updates to Metro Vancouver's Land Cover Classification and the Sensitive Ecosystem Inventory, two foundational GIS datasets for performance monitoring and reporting for the regional growth strategy. The update is anticipated to be complete in early 2023, and progress reports will be shared with both the Regional Planning Advisory Committee and the Regional Planning Committee as appropriate.

References

1. Application of Geospatial Technologies to Improve Land Cover Assessment and Characterize Ecological Goods and Services across the Metro Vancouver Region
2. About Sensitive Ecosystems
3. Sensitive Ecosystem Inventory for Metro Vancouver & Abbotsford 2010-2012: Technical Report
4. Update of the Metro Vancouver Sensitive Ecosystem Inventory (2009 - 2014)
5. Map 11 of *Metro 2050* (Sensitive Ecosystem Inventory)

49072908

To: Climate Action Committee

From: Jen McCutcheon, Director, Electoral Area A

Date: January 4, 2022 Meeting Date: January 14, 2022

Subject: **Update on Metro Vancouver Zero Emissions Innovation Centre**

RECOMMENDATION

That the MVRD Board receive for information the report dated January 4, 2022, titled "Update on Metro Vancouver Zero Emissions Innovation Centre".

EXECUTIVE SUMMARY

The Metro Vancouver Zero Emissions Innovation Centre (ZEIC) is the region's new Low Carbon Cities Canada (LC3) Centre. It is one of seven LC3 centres across the country with a mandate to accelerate urban climate solutions through capacity building, policy reform, research, demonstration projects, and financial innovation related to green buildings, zero emissions transportation and renewable energy. ZEIC's work will support industry, local governments and other agencies as they advance a wide range of actions to reduce greenhouse gas emissions in line with adopted plans and targets, including Metro Vancouver's *Climate 2050*. Since the March 2021 update to the Climate Action Committee, the inaugural ZEIC Board has been established and Director McCutcheon endorsed by the MVRD Board as the Metro Vancouver representative, an Executive Director has been hired, the Federation of Canadian Municipalities has received the centre's "readiness requirements" for LC3s, and ZEIC is expecting to receive the $21.7 million federal endowment early in 2022.

This report presents an annual report on the activities of ZEIC.

PURPOSE

To provide an update on the formation of the Metro Vancouver Zero Emissions Innovation Centre as a new entity that will contribute to the reduction of greenhouse gas emissions in the region.

BACKGROUND

On January 15, 2021, the Climate Action Committee received a presentation on the process to establish a LC3 Centre in the Metro Vancouver region. On May 28, 2021, the MVRD Board of Directors endorsed Director Jen McCutcheon as the Metro Vancouver representative to the ZEIC Board of Directors for a term not to exceed eighteen months, starting June 1, 2021. Director Adriane Carr is the other local government elected representative on the ZEIC Board, representing City of Vancouver.

At its November 4, 2021, meeting, the Climate Action Committee received an update in the Manager's Report on ZEIC's inaugural Board and its new Executive Director, and noted that regular updates would be brought to the committee and Metro Vancouver Board. This report presents an annual report on the activities of ZEIC.

METRO VANCOUVER ZERO EMISSIONS INNOVATION CENTRE (ZEIC) AND LOW CARBON CITIES CANADA (LC3)

The Metro Vancouver Zero Emissions Innovation Centre (ZEIC) is an independent, not-for-profit entity and pending registered charity that will receive a $21.7 million endowment from the Government of Canada (Reference 1). The federal government, acknowledging the important role of urban areas in achieving national targets for reducing greenhouse gas emissions, announced a strategic investment of $185 million for urban areas that would be managed and distributed by the Federation of Canadian Municipalities (FCM). Low Carbon Cities Canada (LC3) is a partnership between FCM and seven metropolitan areas (Greater Toronto-Hamilton, Metro Vancouver, Calgary, Edmonton, Ottawa, Montreal Metropolitan Community, and Halifax Region) to accelerate urban climate solutions and help Canada meet its 2030 and 2050 carbon reduction targets, including those in Metro Vancouver's *Climate 2050* strategy (Reference 2).

Establishing ZEIC

The Metro Vancouver ZEIC was created through a collaborative process involving FCM, City of Vancouver and Metro Vancouver. City of Vancouver acted as "proxy host" in the establishment of ZEIC, and worked closely with Metro Vancouver to ensure the scope of the new entity would meet the needs of the region as whole. A contract to develop the new organization was awarded to a team led by the Renewable Cities program at Simon Fraser University (SFU).

Under the funding agreement between the SFU team and FCM, SFU was responsible for establishing an entity that could receive, maintain and operate an endowment; manage an investment fund; and strategically advance climate action in a way that benefits local governments across the region, as well as other organizations. A Technical Advisory Group including the City of Vancouver (2 staff), Metro Vancouver (2 staff), and the provincial Climate Action Secretariat (1 staff) was formed to advise the SFU team on the creation of the new entity that would meet the conditions of the federal funding agreement and deliver on its mission to catalyze adoption of low carbon solutions across the region.

In April 2021, the Zero Emissions Innovation Centre was incorporated as a not-for-profit organization and has applied for charitable status. The Centre submitted all of FCM's "readiness requirements" for LC3s in December 2021, in order to receive the $21.7 million federal endowment early in 2022.

READINESS REQUIREMENTS FOR ZEIC

There are a number of readiness requirements for FCM to transfer the endowment to ZEIC. A number of these requirements relate to ensuring the centre has the necessary policies and bylaws in place, as well as insurance, banking account and other administrative items. There are three key readiness requirements for FCM that are highlighted below: the establishment of a Board of Directors; hiring an Executive Director; and signing a Memorandum of Agreement/Understanding with at least one local government in the Metro Vancouver region, to establish a commitment to on-going collaboration.

Board of Directors

After a public call for submissions of interest for members of the inaugural ZEIC Board and a rigorous interview and evaluation process, a high-caliber Board was established for ZEIC in March/April 2021. The current Board membership is as follows:

- Peter Robinson (Chair), formerly David Suzuki Foundation/ Mountain Equipment Coop
- Andrew Broderick, New Market Funds
- Councillor Adriane Carr, City of Vancouver
- Colin Doylend, Nexii Building Solutions
- Kira Gerwing, Sacha Investments Ltd
- Brenda Knights, Seyem (Kwantlen First Nation economic development arm)
- Chih-Ting Lo (Vice-Chair), EELO Solutions
- Director Jen McCutcheon, Metro Vancouver
- Councillor Curtis Thomas, Tsleil-Waututh Nation
- Karen Tam Wu, Pembina Institute
- Chris Gilmore, BC Government observer / ex-officio position

Director McCutcheon and Councillor Carr were appointed to the Board by Metro Vancouver and the City of Vancouver respectively. Chris Gilmour from the Ministry of Environment and Climate Change Strategy has an ex-officio position. The rest of the board are members at large. To date, the inaugural ZEIC Board has hired an Executive Director, has begun strategic planning for the new entity, and has established several committees, including the Investment Committee, to which both Board members and other advisors are being appointed.

Executive Director
After an extensive national search, the Board hired Melina Scholefield as the Executive Director of ZEIC in September 2021. Melina is a professional engineer with over twenty years of experience leading collaborative and transformative initiatives related to integrated transportation and land use planning, sustainable mobility, green buildings, climate action, water resource management, green infrastructure and environmental protection. Through this work, both with local government and the private sector, she has demonstrated her commitment to building relationships, partnerships and collective actions in support of community co-benefits, equity and reconciliation with Indigenous Peoples. Melina was recently recognized with the Canadian Water and Wastewater Association's Water Steward of the Year Award for her leadership and impact in the Canadian water sector and Metro Vancouver's YWCA's Woman of Distinction Award in Environmental Sustainability.

Memorandums of Understanding
The Memorandum of Understanding (MOU) between ZEIC and Metro Vancouver has been executed, and a MOU between ZEIC and City of Vancouver is being finalized. The MOU with Metro Vancouver articulates the intent to ensure alignment of ZEIC with regional efforts to reduce local greenhouse gas emissions; secures regional representation by inviting MVRD to appoint a representative to have a direct role in the governance and oversight of the new entity; and optimizes collaborative arrangements between ZEIC and MVRD for mutual benefit. The MOUs are not intended to impose legally binding obligations between the parties nor do they impose any form of liability on either party. The finalization of these two MOUs will mean that ZEIC will fulfill the FCM's readiness requirements and should trigger the transfer of the federal endowment to ZEIC in early 2022.

EARLY PRIORITIES FOR ZEIC

Engaging with local governments and diverse partners across the region, ZEIC will advance policy reform, build capacity, deliver programming and catalyze innovation in green buildings, transportation and renewable energy in support of to reduce greenhouse gas emissions in line with adopted plans and targets, including *Climate 2050*.

In the coming months the Executive Director will be engaging with local governments, industry and other stakeholders as well as working with ZEIC's Board of Directors to develop strategic priorities to guide ZEIC's ambitious climate action work ahead. An official launch for ZEIC is expected in 2022, once the federal funding has been secured. One key opportunity that is being pursued is the potential to integrate the Zero Emissions Building Exchange (ZEBx) into ZEIC. ZEBx has the potential to accelerate the decarbonization of buildings, including retrofits, through delivery of its knowledge-sharing and capacity-building programs at a regional scale (Reference 3). To date, there has been a positive reception from the Board of Directors to integrating ZEBx with ZEIC and a final decision from the Board of Directors is expected in mid-January.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

There are no financial implications for Metro Vancouver; the signed MOU between MVRD and ZEIC contains no financial obligations or liability assignments between the two parties.

CONCLUSION

The Metro Vancouver Zero Emissions Innovation Centre (ZEIC) is an independent, not-for-profit entity that will that will contribute to the reduction of regional GHG emissions, supported by an initial $21.7 million endowment from the Government of Canada. As one of seven LC3 centres in Canada, its mandate is to support local governments to accelerate regional-scale GHG reduction solutions through capacity building, policy reform, research, demonstration projects, and financial innovation related to green buildings, zero emissions transportation and renewable energy. Director McCutcheon and Councillor Carr were appointed to the inaugural ZEIC Board by Metro Vancouver and the City of Vancouver respectively. In the coming months ZEIC's Executive Director, Melina Scholefield, will be engaging with local governments, industry and other stakeholders as well as working with ZEIC's Board of Directors to develop strategic priorities to guide ZEIC's ambitious climate action work ahead.

References

1. Metro Vancouver Zero Emissions Innovation Centre (zeic.ca)
2. Low Carbon Cities Canada (LC3)
3. Zero Emissions Building Exchange (ZEBx)

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metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

To: Regional Parks Committee

From: Mike Redpath, Director, Regional Parks
Jamie Vala, Division Manager, Planning and Resource Management, Regional Parks

Date: December 8, 2021 Meeting Date: January 19, 2022

Subject: **Regional Parks Plan Update – Draft Plan and Proposed Engagement Process**

RECOMMENDATION
That the MVRD Board endorse the draft *Regional Parks Plan* and authorize staff to proceed with the public engagement process as presented in the report dated December 8, 2021 titled "Regional Parks Plan Update - Draft Plan and Proposed Engagement Process".

EXECUTIVE SUMMARY
This report provides the MVRD Board with a draft Regional Parks Plan (Attachment 1), and outlines the proposed process for engagement (Attachment 2).

The updated plan provides strategic direction to guide the work of Regional Parks and progress towards the vision of a regional parks system that is "Protected and resilient, connecting people to nature, with benefits for all". The *Regional Parks Plan* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

The proposed engagement with member jurisdictions, First Nations, agencies, stakeholders, and the public will help further refine the draft plan.

PURPOSE
To provide the MVRD Board with a draft of the updated *Regional Parks Plan* and to seek authorization to proceed with engagement.

BACKGROUND
On March 10, 2021 the MVRD Board authorized staff to proceed with the *Regional Parks Plan* update as presented in the report dated February 11, 2021, titled "*Regional Parks Plan* Update."
A report was provided to Regional Parks Committee on November 10, 2021 with an update on the *Regional Parks Plan*, including highlights from the research and analysis, and early draft plan content.

The primary objectives of updating the 2016 *Regional Parks Plan* were to:

- Integrate the key issues of climate change, social equity, and human health and well-being throughout the work of Regional Parks;
- Embed reconciliation with Indigenous Peoples in the Plan;
- Develop a 10-year action plan to operationalize the Plan; and,
- Reflect the strategies and frameworks adopted since 2016, including the *Regional Parks Land Acquisition 2050 Strategy*, the *Regional Greenways 2050*, the *Regional Parks Public Programming Strategy*, and the *Regional Parks Natural Resource Management Framework.*

The primary phases of the plan and timeline are as follows:



REGIONAL PARKS PLAN

The updated plan upholds the existing role of Regional Parks to "protect natural areas and connect people to nature". The Plan provides strategic direction to guide the work of Regional Parks, and proposes an aspirational vision that Metro Vancouver regional parks are:

> "Protected and resilient, connecting people to nature, with benefits for all."

Five goals are proposed for the updated plan, focused on the outcomes needed to progress towards the plan's vision statement.

1. The region's important natural areas are protected in perpetuity.
2. Everyone has the opportunity to benefit from exceptional experiences in nature.
3. Regional parks are sustainably managed and well-maintained to manage the safety of visitors and integrity of ecosystems.
4. First Nations have an active role in the planning and stewardship of regional parks.
5. Regional parks adapt to change and contribute to regional resiliency.

The goals will be implemented via a series of strategies and actions, outlining the work that will be completed in the next ten years. These strategies and actions will move Regional Parks toward the vision and goals outlined above, while addressing the key issues of climate change, social equity, and human health and wellness, and advancing reconciliation with Indigenous Peoples. Progress towards achieving the goals will be measured and reported every four years through a suite of indicators.

ENGAGEMENT PLAN

Metro Vancouver is committed to engaging with the public, stakeholders and other governments, including First Nations, and incorporating their feedback into the *Regional Parks Plan*.

The proposed engagement process will be conducted in accordance with the Metro Vancouver Board Policy on *Public Engagement* and builds on the work completed to date to develop the draft *Regional Parks Plan*. The engagement plan (Attachment 2) is designed to reach a broad audience to discuss the purpose and benefits of the *Regional Parks Plan*. Engagement will also seek feedback from specific organizations, which could include support, concerns about implementation or impacts, and ideas for innovation and collaboration.

Due to public health regulations, engagement events are expected to be virtual and online, and staff are planning creative and engaging materials to encourage feedback. Feedback will be reported to the Committee, highlighting how it informed the final *Regional Parks Plan*. Staff intend to bring the final *Regional Parks Plan* forward for adoption later in 2022, following completion of the engagement period and incorporation of the feedback received.

Engagement with First Nations

A concurrent engagement process with First Nations will be undertaken. The Nations will be invited to attend a series of workshops to talk, learn together and jointly determine the path forward. Until the necessary dialogue has taken place, actions and strategies in the plan related to working with First Nations will be considered proposed.

ALTERNATIVES

1. That the MVRD Board endorse the draft *Regional Parks Plan* and authorize staff to proceed with the public engagement process as presented in the report dated December 8, 2021 titled "Regional Parks Plan Update - Draft Plan and Proposed Engagement Process".

2. That the MVRD Board receive for information the report dated December 8, 2021 titled "Regional Parks Plan Update - Draft Plan and Proposed Engagement Process" and provide staff with alternate direction.

FINANCIAL IMPLICATIONS

The 2022 Regional Parks budget includes $100,000 to support the *Regional Parks Plan* update. If the MVRD Board approves Alternative 1, engagement will be completed using the budget allotted to the *Regional Parks Plan* update.

If the MVRD Board approves Alternative 2 and provides additional input, staff will report back with updated financial implications.

CONCLUSION

Metro Vancouver is undertaking an update of the *Regional Parks Plan*. The updated plan provides strategic direction to guide the work of Regional Parks and identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade. This report provides the MVRD Board with the draft *Regional Parks Plan* and outlines the proposed process for engagement for the draft plan.

Staff is seeking MVRD Board authorization to proceed with the engagement plan. Staff anticipate the engagement will occur in the winter and spring of 2022. The proposed engagement with member jurisdictions, First Nations, agencies, stakeholders, and the public will help further refine the draft plan. Completion of the final plan is anticipated by July 2022.

Staff recommends the MVRD Board approve Alternative 1.

Attachment *(49649246)*

1. Regional Parks Plan Draft, dated December 17, 2021
2. Engagement Plan for the Draft Regional Parks Plan

Reference

Regional Parks Plan (2016)

48680335



2022

Regional Parks Plan

Protect and Connect

DRAFT | December 2021

Pacific Spirit Regional Park

Metro Vancouver acknowledges that the region's residents live, work, and learn on the shared territories of many Indigenous peoples, including 10 local First Nations: Katzie, Kwantlen, Kwikwetlem, Matsqui, Musqueam, Qayqayt, Semiahmoo, Squamish, Tsawwassen, and Tsleil-Waututh.

Metro Vancouver respects the diverse and distinct histories, languages, and cultures of First Nations, Métis, and Inuit, which collectively enrich our lives and the region.

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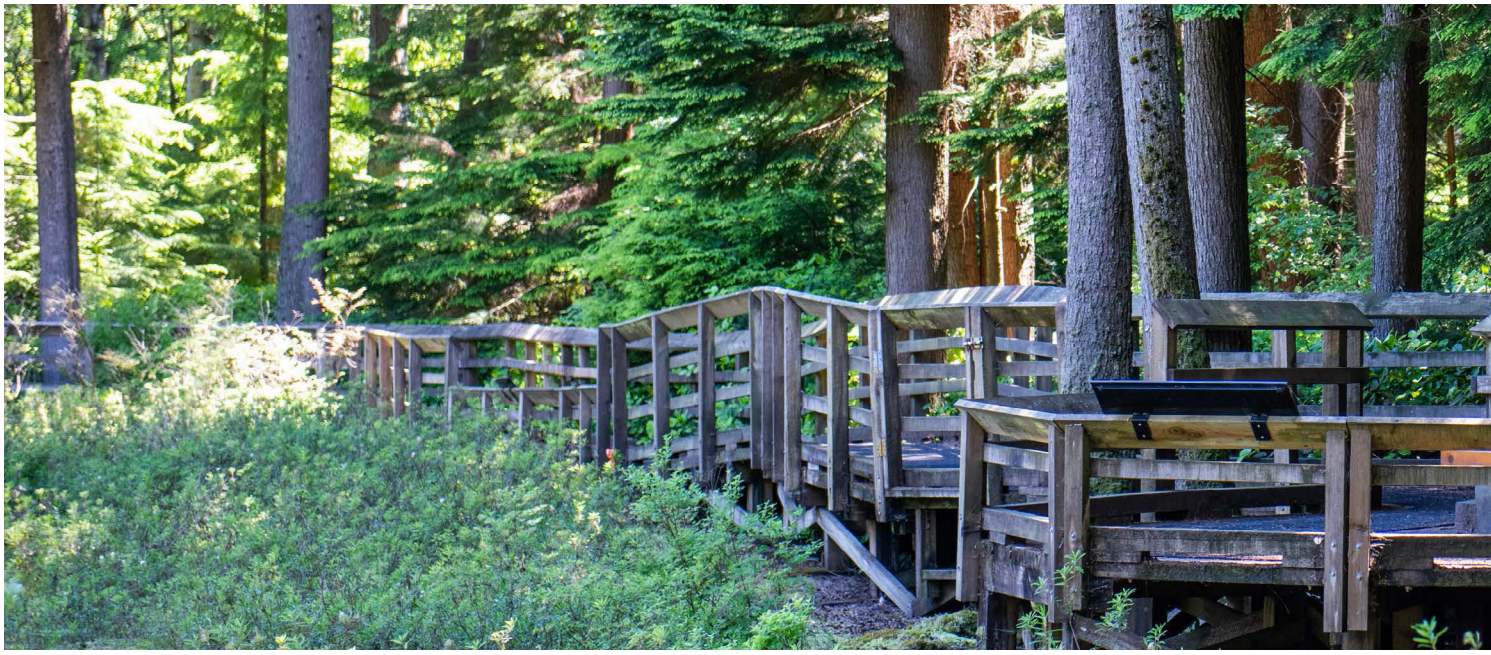


Executive Summary

The *Regional Parks Plan* is Metro Vancouver's management plan for the regional parks system and an update of the 2016 plan. The Plan will guide work to protect natural areas and connect people to nature, progressing towards the vision of a resilient network of regional parks and greenways that continues to provide important climate, health, and other benefits to park visitors and the wider region.

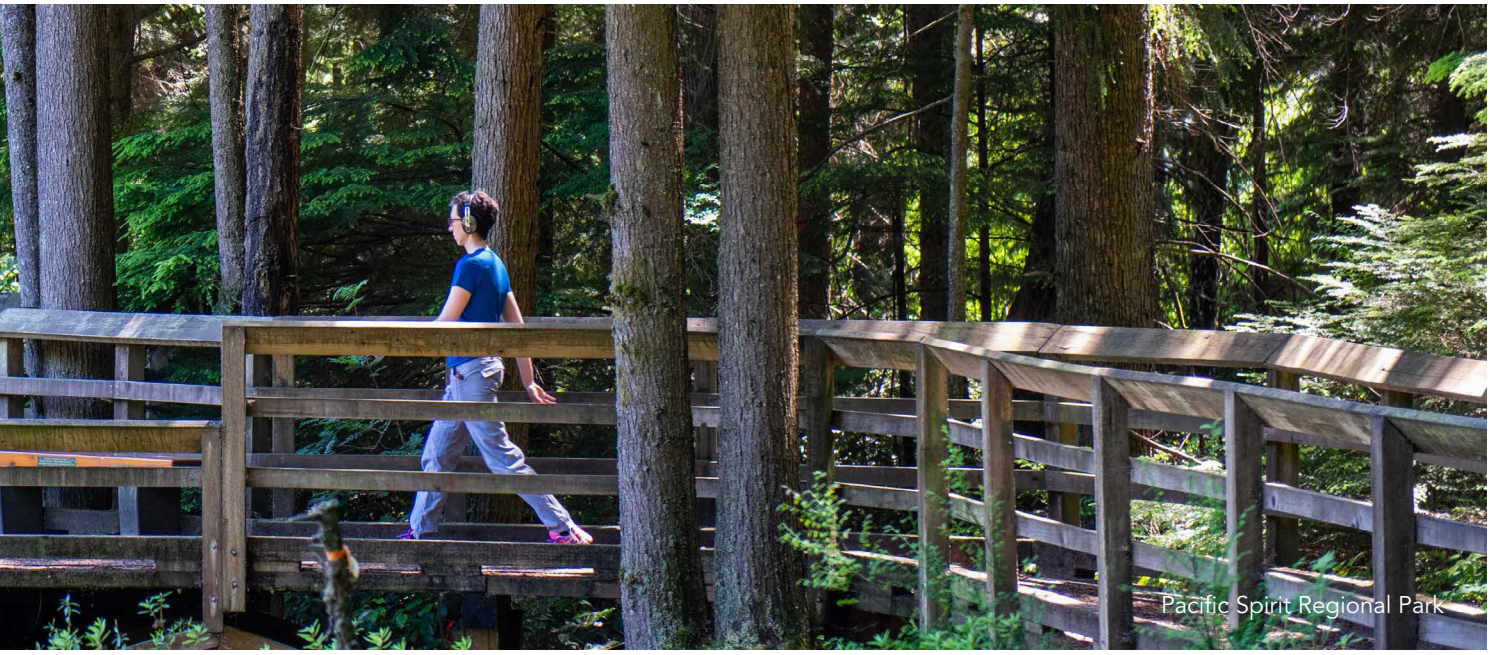
The *Regional Parks Plan* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

The Challenge

As the region's population grows, and the challenges of climate change and social inequity intensify, people need parks and the natural areas they protect more than ever. Opportunities to connect with nature improve health and enhance quality of life, and connections are deepened through inspiring, educational and interpretive programming, volunteering, and stewardship.

As visitation to regional parks grows year on year, with unprecedented increases during the COVID-19 pandemic, balancing the protection of nature while providing access to nature for regional residents is a significant challenge.

High costs and competition for land create difficult conditions for parkland acquisition, but growing the regional parks system supports human health and well-being and biodiversity. It is also an important climate action as a connected, healthy, and resilient regional parks system will be better able to support climate adaptation and store carbon.



Pacific Spirit Regional Park

Visioning the Regional Parks System in 2050

In 2050, Metro Vancouver's system of regional parks and greenways has grown into a connected network. Several new regional parks have opened in the region, providing residents with more parkland and opportunities to connect to nature, and protecting some of the region's remaining natural areas.

Improved ecosystem connectivity combined with an advanced monitoring and restoration program has increased the health and resilience of park ecosystems and wildlife; this has helped the region achieve climate adaptation and carbon neutrality goals.

Regional park infrastructure and facilities are well-maintained and able to withstand climate impacts, providing a diverse range of visitor experiences. The regional parks system is supported by a financially sustainable funding model and our region is known as a leader in park management, focused on improvement through learning and adaptation.

Through integrated management of visitor use and natural resources, balance has been achieved between protecting natural areas and connecting people to nature. Efforts to reduce barriers to access to regional parks have helped create welcoming and inclusive spaces, and regional park visitors reflect the diversity of the region. The benefits offered by nature are accessible to everyone.

Meaningful and varied opportunities to connect, learn, and volunteer in regional parks have fostered an engaged population, where regional residents understand the importance of nature and champion the regional parks system as irreplaceable.

Collaboration with knowledge holders, including member jurisdictions and First Nations has enriched and informed our work. Relationships with First Nations have been strengthened through a commitment to work and learn together on the journey along the pathway of truth and reconciliation.

Plan Summary

ROLE

Metro Vancouver Regional Parks protect natural areas and connect people to nature.

VISION

Protected and resilient, connecting people to nature, with benefits for all.

GUIDING PRINCIPLES

Nature-focused

Nature has inherent value and its protection for future generations is the foundation of what we do.



Interconnected

Our work nurtures the essential connection between people and nature, recognizing the vital role nature plays in human health and well-being.

Collaborative

By working with others, we collectively steward the land to improve the region's livability and ecological health.

Inclusive

Equity is integral to what we do, as we create an inclusive environment for all.

Knowledge-based

Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously.

Reconciliation-focused

Relationships with Indigenous Peoples are strengthened as we make the journey together along the pathway of truth and reconciliation.

Adaptive

We sustain a culture of adaptive management, through learning, innovation, and evaluation.

GOALS

1

The region's important natural areas are protected in perpetuity.

2

Everyone has the opportunity to benefit from exceptional experiences in nature.

3

Regional parks are sustainably managed and well-maintained to manage the safety of visitors and integrity of ecosystems.

4

First Nations have an active role in the planning and stewardship of regional parks.

5

Regional parks adapt to change and contribute to regional resiliency.

STRATEGIES

ACQUIRE AND FINANCE	
1. Secure land to protect the region's important natural areas and connect the Regional Greenways Network.	
2. Update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operation and maintenance of new parklands.	
PLAN AND DESIGN	
3. Develop agreements with local First Nations and work together to define a collaborative way forward.	
4. Create and apply a consistent, collaborative, and inclusive approach to regional parks and greenway planning and design.	
5. Plan for climate change and other hazards.	
RESTORE AND MANAGE	
6. Manage and restore park ecosystems and their components.	
7. Manage visitor use to protect natural resources and support safe and high-quality visitor experiences.	
8. Identify and manage cultural resources in regional parks.	
BUILD AND MAINTAIN	
9. Provide high-quality, inclusive visitor experiences through the provision of well-maintained facilities and infrastructure.	
10. Manage assets proactively, for sustainable service delivery.	
11. Improve access to regional parks and greenways to support low-carbon and equitable transportation options.	
ENGAGE AND PROGRAM	
12. Provide diverse and meaningful learning and volunteer opportunities that deepen people's connection to nature.	
13. Tell Metro Vancouver Regional Parks stories to connect the region's diverse population with nature and inspire its protection.	
14. Learn and share knowledge.	

Metro Vancouver

Underlined words are key concepts defined in the **Glossary on Page 38**.

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation, working collaboratively in planning and providing vital utility and local government services to 2.7 million people. Core services include drinking water, sewage treatment, and solid waste management, along with regional services like regional parks, affordable housing, regional land-use planning and air quality and climate action that help keep the region one of the most livable in the world.

Mission

Metro Vancouver's mission is framed around three broad roles.

1. Serve as a Regional Federation

Serve as the main political forum for discussion of significant community issues at the regional level, and facilitate the collaboration of members in delivering the services best provided at the regional level.

2. Deliver Core Services

Provide regional utility services related to drinking water, liquid waste and solid waste to members. Provide regional services, including parks and affordable housing, directly to residents and act as the local government for Electoral Area A.

3. Plan for the Region

Carry out planning and regulatory responsibilities related to the three utility services as well as air quality and climate action, regional planning, regional parks, Electoral Area A, affordable housing, labour relations, regional economic prosperity, and regional emergency management.





Building a Resilient Region

Building the resilience of the region is at the heart of Metro Vancouver's work. Each of Metro Vancouver's regional plans and strategies adopts a vision, guiding principles, goals, strategies, actions and key performance measures that will support a more resilient, low carbon and equitable future. Metro Vancouver's interconnected plans and strategies are guided by the *Board Strategic Plan*, which provides strategic direction for each of Metro Vancouver's legislated areas of responsibility, and the Long-Term Financial Plan, which projects total expenditures for capital projects and operations that sustain important regional services and infrastructure. Together these documents outline Metro Vancouver's policy commitments and specific contributions to achieving a resilient region.

Plan Context

The *Regional Parks Plan* is an update of the 2016 management plan. It builds upon and integrates important work completed over the last 6 years including, *Regional Parks Land Acquisition 2050, Regional Greenways 2050, Regional Parks Public Programming Strategy, and Regional Parks Natural Resource Management Framework.*

The purpose of the *Regional Parks Plan* is to articulate where the regional parks system should be in 30 years, and what needs to be done to get there. The Plan will guide and prioritize work, and adjustments made based on ongoing evaluation of progress, including through indicator measurement.

The *Regional Parks Plan* identifies how key challenges will be met and opportunities leveraged, and provides an action plan to address priorities over the next decade.

Challenges and Opportunities

The key issues facing the region — which include population growth, competition for land, impacts of climate change, and social equity — are the same issues that are affecting the regional parks system.

A Growing Regional Population and Increasing Visitation to Regional Parks

Metro Vancouver's population has grown substantially over the past decades, adding more than one million people in a generation, and strong population growth is expected to continue. This drives intense demand for land for housing and other uses, exerting an upward pressure on land costs throughout the region. The larger undeveloped and relatively pristine tracts of land typically targeted for regional park expansion are now competing for space with residential, commercial, agricultural, and industrial uses.



Aldergrove Regional Park

Not only is the population growing, but people are also visiting regional parks more often (see p. 21, Regional Parks in 2022, for more details); a trend that accelerated during the COVID-19 pandemic as more people turned to the regional parks system for respite, exercise, and social contact in nature.

The popularity of regional parks means increased congestion during peak times, impacting visitor experiences and placing pressure on ecosystems and infrastructure. There are also impacts to nearby communities through increased traffic congestion and parking issues.

Growing recognition of the value of regional parks by the public provides an opportunity to foster a deeper understanding of nature and the role people can play in stewardship of regional parks and the environment.

Finding ways to sustainably manage visitation and resources is an important consideration of this plan, particularly in the face of compounding impacts on ecosystems and infrastructure from climate change.

Climate Change and Biodiversity Loss

Metro Vancouver is a region with a rich and diverse natural environment, including ecosystems of global significance for fish, migratory birds, and other wildlife. These natural systems have inherent value, but also provide wide ranging benefits — known as ecosystem services — that support human life, including clean air and fresh water, pollination, and fertile soils.

Climate change and other human-induced pressures such as land development and invasive species are causing ecosystem change and loss, which reduce nature's capacity to provide the benefits that sustain human life. Although the specific nature, scale, and timing of the impacts to regional parks is uncertain, climate projections for the Metro Vancouver region show that climate change is expected to bring rising sea levels, increased temperatures, drought, and flooding, along with increased spread of invasive species and wildfire risk. These impacts will affect park ecosystems and infrastructure.

Many species and ecosystems in the region are at risk of being impacted or displaced entirely due to climate change, because they cannot adapt fast enough. Climate change is a cause of biodiversity loss, but destruction of ecosystems undermines nature's ability to store carbon and protect against extreme weather, thus accelerating climate change and increasing vulnerability to it.

We know that large, healthy, connected, and biodiverse ecosystems are more resilient to climate change impacts and therefore better able to support climate adaptation and store carbon. Metro Vancouver Regional Parks' focus on expanding and connecting the park system through land acquisition, and maintaining and enhancing the ecological health of park ecosystems, are important climate actions.

Proactive planning to integrate climate change considerations into natural resource management, asset management, design and development, and emergency planning are essential responses to the threat of climate change. Planning work will be supported by ongoing monitoring and development of responsive management approaches that incorporate new knowledge and experience over time.

Climate 2050

Climate 2050 is Metro Vancouver's strategy to transition the region to a low carbon and resilient future, increasing the health, well-being, and prosperity of Metro Vancouver residents. Metro Vancouver's *Climate 2050 Strategic Framework* has set the following regional vision to guide the region's response to climate change:

- Metro Vancouver is a carbon neutral region by 2050.
- Infrastructure, ecosystems, and communities are resilient to the impacts of climate change.

It also sets an interim target of 45% reduction in greenhouse gas emissions from 2010 levels, by 2030. A series of Roadmaps are under development, each addressing a key area for climate action in this region.



Vine maple leaves

Health and Social Equity

Growing recognition of the significant human health and well-being benefits from spending time in nature has likely contributed to increases in visitation of the regional parks system.

Parks have always been an essential service but the role of parks as a source of community resilience in times of stress and adversity were emphasized during the COVID-19 pandemic when dramatic increases to park visitation were observed.

Health benefits from nature are wide-ranging and include:

- Improved mental health, including reduced depression and stress
- Improved physical health, including reduced obesity, diabetes, and cardiovascular disease, and increased immune system function
- Improved pregnancy outcomes
- Improved cognitive function, with slower cognitive decline in the elderly and improved cognitive development in children
- Improved social cohesion
- Reduced mortality risk
- Reduced medical costs

Social factors including income level, gender, and ethnicity can have a significant influence on how healthy a person is and can contribute to a wide variety of other challenges. These social and health inequities are the result of systemic barriers that cause or aggravate disparities experienced by different groups of people, based on socioeconomic status, race, ethnicity, gender, age, disability, and many other factors.

Creating more equitable access to nature is a pathway to improving health outcomes and enhancing well-being.

There are opportunities for Metro Vancouver to play a role in advancing social equity and human health in the region by identifying and reducing barriers that may exist to accessing regional parks. Barriers to access may include financial, transportation, physical accessibility, communication, or feelings of exclusion.

Integrating equity into Metro Vancouver Regional Parks programs is a work in progress and begins with understanding who is and who isn't visiting regional parks, and why.

Understanding Regional Parks' Visitors

The *Regional Parks Plan* was developed with a commitment to embed social equity throughout the plan and our work. In addition to reviewing policies and plans for systemic barriers that may cause or aggravate disparities experienced by different groups of people, a key first step is to establish an 'equity baseline' for Metro Vancouver Regional Parks. An equity baseline means ensuring we have the information about who is and who isn't visiting regional parks, and identifying systemic barriers that are making it harder for certain groups of people to visit regional parks.

Over the next few years, Metro Vancouver will innovate, learn, and make use of a range of data sources to develop an equity baseline. This will include utilizing regional equity analysis (see Social Equity & Regional Growth Study), regional parks visitor surveys, and transportation and movement data.



Park interpreters inspire appreciation and understanding of nature.

Climate change will increasingly have significant implications for the health and well-being of communities in the region as the frequency and severity of hazards increases, including extreme heat events, wildfires and flooding. In addition to physical impacts due to these events, people may also experience mental health impacts such as anxiety and stress.

Climate change amplifies existing inequities, putting those who already face social and health disparities at higher risk. For example, elderly people and those with pre-existing health conditions are more prone to heat-related illnesses.

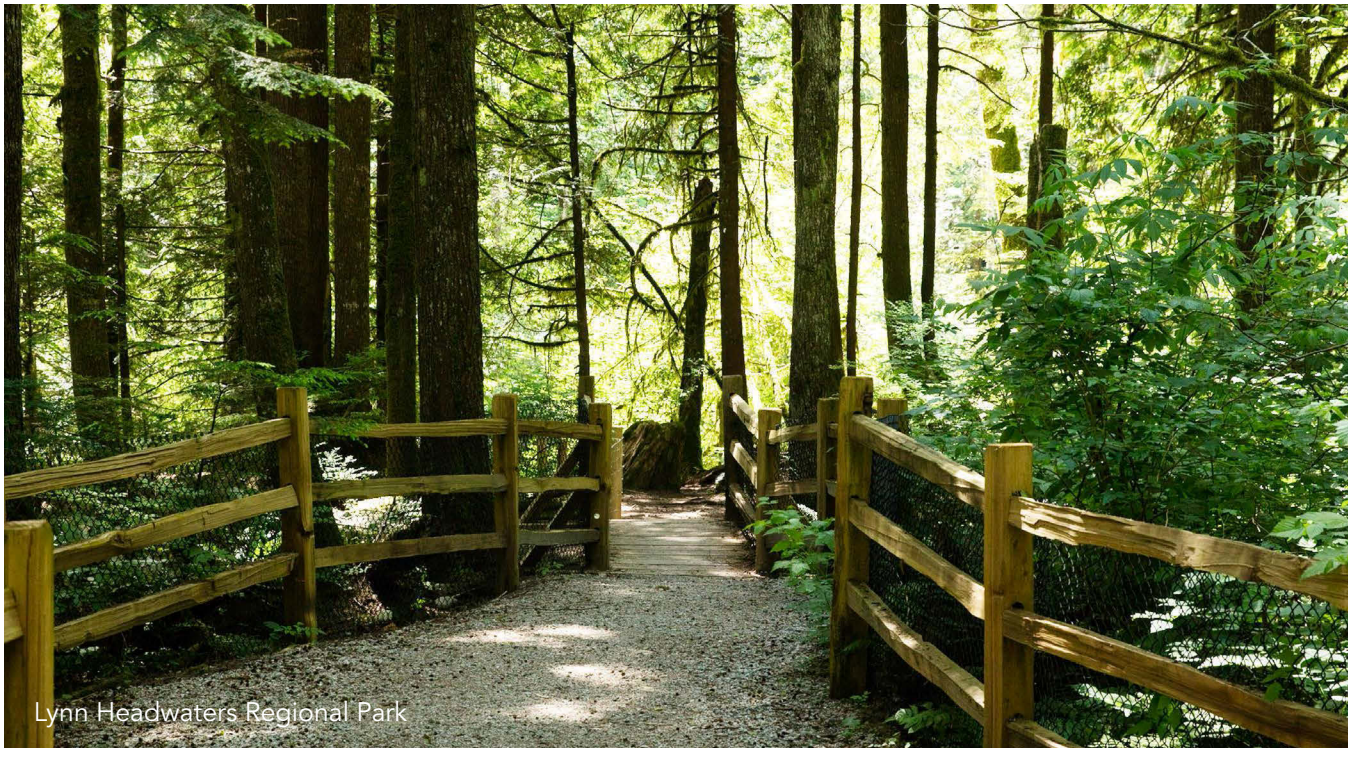
The challenging and cross-cutting issues of climate, health, and social equity, will require collaboration and partnerships to share learnings and determine effective responses.

Metro Vancouver will work to identify and advance solutions that provide multiple functions or benefits, leveraging the power of nature to support climate adaptation and human health. For example, using nature-based solutions like restoring wetlands and planting trees, or by improving access to regional parks by public transit, walking, and cycling reduces barriers to access to those without a vehicle and reduces greenhouse gas emissions.

Nature-based solutions

Nature-based solutions are actions that protect, sustainably manage, and restore ecosystems, as well as address societal challenges such as climate change, thereby providing both human well-being and biodiversity benefits.

For example, replanting and restoring forests stores carbon, provides habitat for a diverse range of species, and provides shady, cool places for people to seek respite from rising temperatures.



Lynn Headwaters Regional Park



Ceremony commemorating Metro Vancouver and Tsleil-Waututh Nation's announcement of the new park name təmtəmíx̌ʷtən/Belcarra Regional Park (October 2021)

Strengthening Relationships with First Nations

One of the objectives of the MVRD Board is to strengthen relationships with First Nations by exploring pathways to reconciliation, such as increased engagement, dialogue, and collaboration between Metro Vancouver and First Nations in the region.

Metro Vancouver recognizes that truth and reconciliation is a process that starts with listening and learning together. Metro Vancouver is committed to strengthening relationships based on trust and working together towards shared goals.

The *Regional Parks Plan* embeds reconciliation with Indigenous Peoples at the highest levels of the plan through the guiding principles and goals. The strategies and actions included in the plan were informed by input provided by First Nations through previous dialogues that took place as part of other plans and processes. Actions and strategies related to working with First Nations are included in the plan to signal intent and will be considered proposed until the appropriate dialogue has taken place and the path forward is jointly determined with First Nations.

Recognizing that each local First Nation is unique, not all actions may be appropriate for all park sites nor may they be appropriate in the same time frame throughout the regional parks system. Metro Vancouver is working towards the goal of First Nations having a highly engaged role in regional parks.

Role of Regional Parks

The role of regional parks is defined as:

Regional Parks protect natural areas and connect people to nature.

Regional parks contribute to a livable and resilient region by protecting natural areas and connecting people to nature. They enhance the quality of life of residents and visitors and provide opportunities to experience nature.

The natural areas protected in regional parks provide wide-ranging benefits (known as ecosystem services) to the region including human health and well-being, support for biodiversity, carbon storage, and increased resilience to climate impacts.

Metro Vancouver fosters a sense of responsibility for the place in which we live through environmental interpretation, education and stewardship, and building of community relationships.

Within the spectrum of parks in the region (see Figure 2), regional parks lie between smaller municipal parks and larger provincial and national parks. Compared to municipal parks, regional parks generally contain more complex landscapes that protect regionally important natural areas. While municipal parks are used by nearby residents for active sport and recreation, regional parks attract residents from across Metro Vancouver seeking connection with nature and passive outdoor recreation.

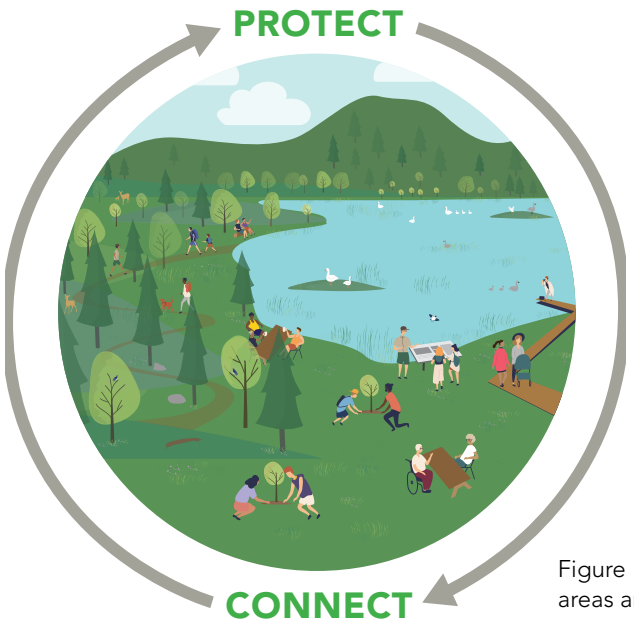


Figure 1: Metro Vancouver Regional Parks protect natural areas and connect people to nature

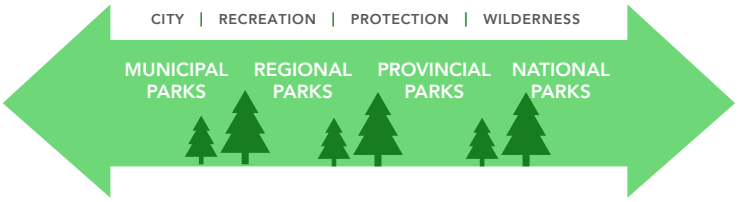


Figure 2: Spectrum of Parks

Working Together for Regional Parks

Metro Vancouver's past success in developing its system of regional parks and greenways has been, in part thanks to joint efforts and partnerships between federal, provincial, and municipal jurisdictions to achieve common aims. Metro Vancouver will continue to collaborate with others who share similar goals.

We partner with member jurisdictions, First Nations, NGOs, community groups, provincial and federal governments, TransLink, and other agencies on a wide range of topics. These include growing the regional parks system, expanding the Regional Greenways Network, planning for climate change, and ensuring everyone has the opportunity to benefit from the services nature provides.

The Protect-Connect Continuum

Metro Vancouver Regional Parks' role to protect natural areas and connect people to nature requires approaches that balance these two objectives: provide a diversity of experiences for visitors while protecting nature from the range of associated impacts.

These impacts will be identified on a scale and the Protect-Connect Continuum will be applied across different work functions to guide decision-making.



Access

Limited or permit only public access	Some access, on designated trails only	Access on designated trails and areas	Easy access from main roads and paths

Public Programming

Permitted activities only	Registered or permitted, small group activities	Outdoor classrooms, interpretive programs, and interpretive signage	Large group activities including events

Infrastructure & Amenities

Limited trails, minimal permanent infrastructure, or regular maintenance	Trails and infrastructure only as needed to reduce environmental impact and maintain public safety; signage only at key intersections	Infrastructure for nature connection, including trails, boardwalks, and wayfinding and interpretive signage	Maintained paths, parking lots, picnic areas and other facilities; strive for universal accessibility

Cultural Resources

Cultural resources will be managed in an appropriate manner, where they are found

Ecological Value

High value, low tolerance for disturbance	High value, lower tolerance for disturbance	Medium value, lower tolerance for disturbance	Lower value, higher tolerance for disturbance

Nature Experience

Fewest number of people, nature sounds most prevalent	Minimal number of people, rustic facilities, visitors can expect relative quiet	More people, some busy pinch points on trails, opportunities to find quieter experiences exist	Lots of people, social activities, busiest, noisier

Greenways

Limited, greenways may pass through	Limited, greenways may pass through	Some access, via designated trails and areas only	Staging areas and primary access points

Operations

Minimal intervention, visitors must pack out all waste	Lower frequency of intervention, visitors must pack out all waste	Regular patrolling, vegetation management, infrastructure maintenance, and waste collection.	Frequent patrolling, vegetation management, infrastructure maintenance, and waste collection

Relationship of Regional Parks Plan to other Metro Vancouver Roles and Strategic Plans

The *Regional Parks Plan* supports and is supported by actions by other Metro Vancouver services. The table below outlines the links between the *Regional Parks Plan* and actions and plans under other Metro Vancouver services.

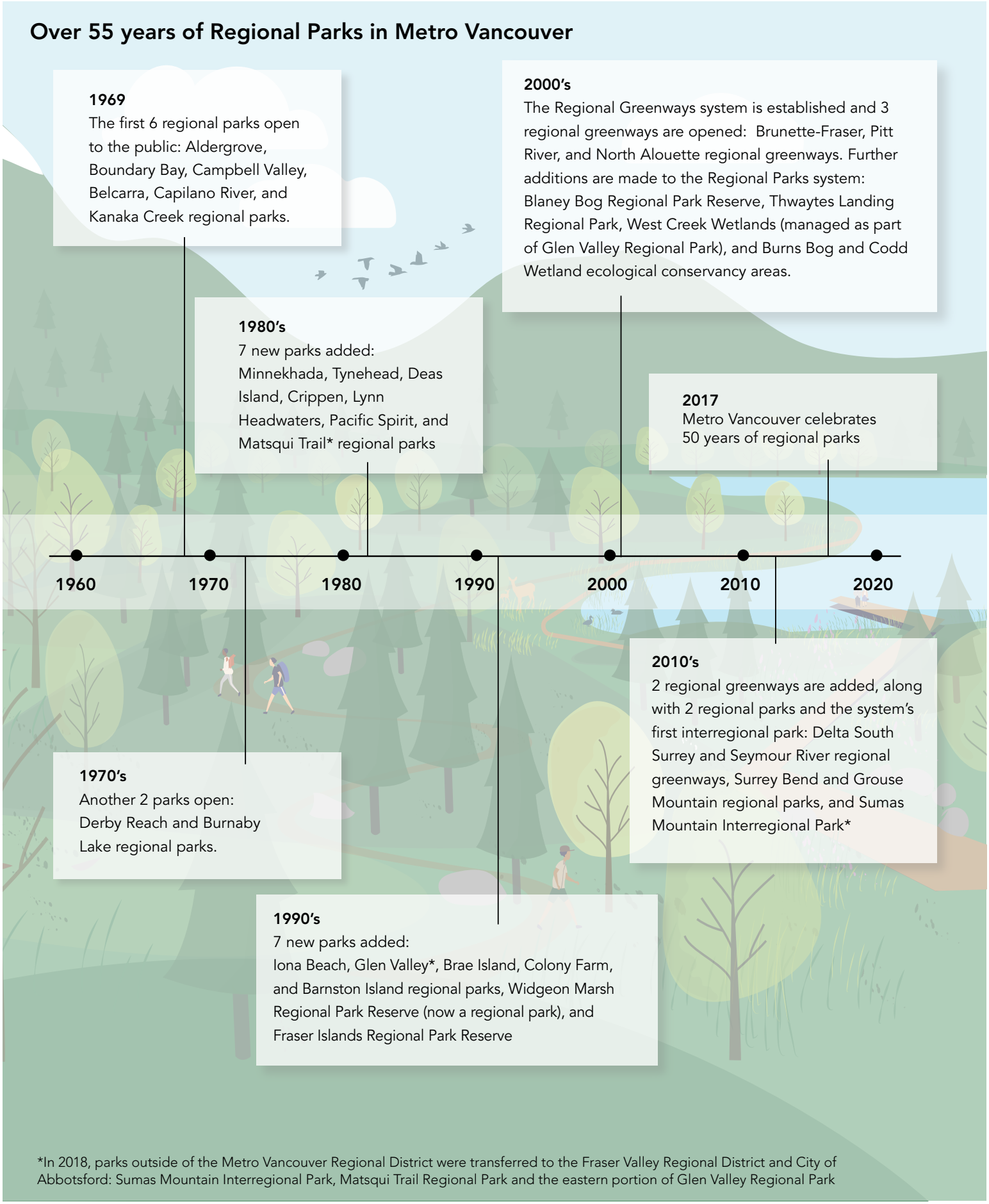
METRO VANCOUVER SERVICE	LINKS WITH REGIONAL PARKS
Air Quality and Climate Change 	• Improving air quality in the region protects human health and the environment. • Reducing greenhouse gas emissions protects the environment, including regional parks' ecosystems, from the impacts of climate change. • Regional greenways help reduce traffic emissions. • Natural areas, including those in regional parks, sequester and store carbon and increase resilience to climate change impacts. • Managing natural areas and a wildfire suppression program reduces wildfire risks, which protects air quality.
Regional Planning 	• Regional land-use and growth management through the Metro Vancouver *Regional Growth Strategy*, protects the region's natural areas by containing urban growth and supporting environmental policies. • The *Regional Growth Strategy* encourages growth patterns that facilitate reductions in greenhouse gas emissions related to land-use and transportation, and increase resiliency to climate change impacts. • Active transportation policies support the Regional Greenways Network. • Regional parks contributes to the *Regional Growth Strategy* vision of protected and enhanced natural areas, as well as increased resilience to climate change impacts.

Water Services 	• Working together to facilitate greenways expansion using utility rights-of-way.
	• Sharing information and best practices related to:
	  • protecting ecological values and managing natural assets in the drinking water supply lands and regional parks.
	  • provision of recreational opportunities in the Lower Seymour Conservation Reserve and regional parks.
	• Natural areas, including those within regional parks and drinking water supply lands, provide many important beneficial services to the region such as carbon sequestration and clean water.

Liquid Waste Services 	• Managing the region's liquid waste to ensure public health and the environment are protected. • Collaborating on wastewater treatment plant upgrades, when in the proximity of a regional park (such as the Iona Island Wastewater Treatment Plant and Iona Beach Regional Park), to ensure integration with the park and ecological restoration. • Natural areas, including those within regional parks, provide many important beneficial services, including helping to manage stormwater runoff and reduce flooding. • Working together to facilitate greenways expansion using utility rights-of-way.
Solid Waste Services 	• Regional Parks contribute to the region's goals to advance waste prevention and the circular economy by reducing waste and improving reuse and recycling by providing separated waste streams for visitors.
Housing 	• Collaborating to engage tenants in regional parks programming, supporting free, healthy, family-oriented activities for low to moderate income households to support overall well-being. • Regional parks provide green space for Metro Vancouver Housing residents and support connection to nature and healthy communities.

In addition, Metro Vancouver Regional Parks are a critical component of the corporate-wide Ecological Health Framework which encapsulates Metro Vancouver's collective efforts around ecological health and provides guiding principles, goals, and strategies to help achieve the vision of "a beautiful, healthy, and resilient environment for current and future generations".

Over 55 years of Regional Parks in Metro Vancouver



1969
The first 6 regional parks open to the public: Aldergrove, Boundary Bay, Campbell Valley, Belcarra, Capilano River, and Kanaka Creek regional parks.

1970's
Another 2 parks open: Derby Reach and Burnaby Lake regional parks.

1980's
7 new parks added: Minnekhada, Tynehead, Deas Island, Crippen, Lynn Headwaters, Pacific Spirit, and Matsqui Trail* regional parks

1990's
7 new parks added: Iona Beach, Glen Valley*, Brae Island, Colony Farm, and Barnston Island regional parks, Widgeon Marsh Regional Park Reserve (now a regional park), and Fraser Islands Regional Park Reserve

2000's
The Regional Greenways system is established and 3 regional greenways are opened: Brunette-Fraser, Pitt River, and North Alouette regional greenways. Further additions are made to the Regional Parks system: Blaney Bog Regional Park Reserve, Thwaytes Landing Regional Park, West Creek Wetlands (managed as part of Glen Valley Regional Park), and Burns Bog and Codd Wetland ecological conservancy areas.

2010's
2 regional greenways are added, along with 2 regional parks and the system's first interregional park: Delta South Surrey and Seymour River regional greenways, Surrey Bend and Grouse Mountain regional parks, and Sumas Mountain Interregional Park*

2017
Metro Vancouver celebrates 50 years of regional parks

*In 2018, parks outside of the Metro Vancouver Regional District were transferred to the Fraser Valley Regional District and City of Abbotsford: Sumas Mountain Interregional Park, Matsqui Trail Regional Park and the eastern portion of Glen Valley Regional Park

The complete Regional Parks History Timeline can be found on Metro Vancouver's website **www.metrovancouver.org** (search 'Regional Parks timeline')

Growth of the Regional Parks System

With large tracts of undeveloped land available in the Lower Mainland, the Greater Vancouver Regional District (GVRD, known as Metro Vancouver starting 2007) took steps in 1966 to create a parks plan that would see a network of regional, provincial, and municipal parks linked by trails to meet the outdoor needs of its growing population.

In 1967, the Vancouver-Fraser Park District was formed to carry out the plan with a priority on land acquisition while it was available and before prices rose too much, and in 1972 Regional Parks become part of the GVRD.

By the late 1960s, the region had 3,835 hectares of regional parkland to serve a population of one million residents. Over the following 50 years, the regional parks system has more than tripled in size, with this expansion guided by successive regional parks plans in 2006, 2011, 2016, and most recently, the current plan (2022).

The Metro Vancouver Regional District's (MVRD) ongoing commitment to protecting the region's remaining natural areas and providing park space for the region's growing population was demonstrated by the 2018 adoption of the *Regional Parks Land Acquisition 2050 Strategy*, which envisions growing the regional parks system over the next 30 years. MVRD further supported regional parks land acquisition by championing $15 million in increases to the Regional Parks Land Acquisition and Development budget from 2018 to 2022. An additional $8 million has been committed in the current five-year financial plan. These budget increases will reduce the gap between funding and land costs in the region.

Regional Greenways in Metro Vancouver

In 1999, the Metro Vancouver Regional District Board adopted the first regional vision for a network of recreational greenways for Metro Vancouver. Regional greenways promote regional livability by supporting active living, connecting natural areas and communities, and providing opportunities to protect and restore ecosystems.



Members of the Tsleil-Waututh Nation unveil the new park sign at the announcement ceremony (October 2021)

Since 1999, Metro Vancouver, its member jurisdictions, TransLink, First Nations, other government agencies, and stakeholders have made significant progress in advancing a network of greenways spanning the region. In 2020, the *Regional Greenways 2050* plan was adopted, detailing the region's shared 30-year vision for the development of a regional network of recreational greenways for walking, cycling, and, where appropriate, horseback riding.

Working with First Nations

The Regional Parks History Timeline shown here represents a small fraction of the time Indigenous Peoples have lived on these lands. Metro Vancouver is committed to strengthening relationships with First Nations and two important recent milestones on this journey are:

- the signing of a historic Cultural Planning and Co-Operation Agreement for Belcarra Regional Park in 2020, that recognizes both Tsleil-Waututh Nation's ancestral ties to the land and the present-day use by its members as well as a Metro Vancouver regional park; and
- the renaming of Belcarra Regional Park in 2021 to təmtəmíxʷtən//Belcarra Regional Park, reflecting the park's history and importance to Tsleil-Waututh members of putting the face of the Nation back on their territory.



Figure 3 – Regional Parks System Map

Regional Parks in 2022

Since its inception in 1969, the regional parks system has grown to a network of 23 regional parks, five regional greenways, two ecological conservancy areas, and two regional park reserves. For a map of Metro Vancouver's regional parks system, see Figure 3. The regional parks system currently protects over 13,800 hectares of land, approximately 5% of the region's land base.

Regional Parkland Classification

Regional Parks – Large natural parks, usually greater than 100 hectares in size that protect important natural areas and provide opportunities for people to connect with, enjoy, be active within and learn about the environment.

Regional Greenways – Linear corridors that contain trails which are, for the most part, physically separated from road traffic. They connect multiple regional parks, utility corridors, communities, and other important natural areas and protect ecosystem services.

Parks that are not yet fully assembled may be designated as:

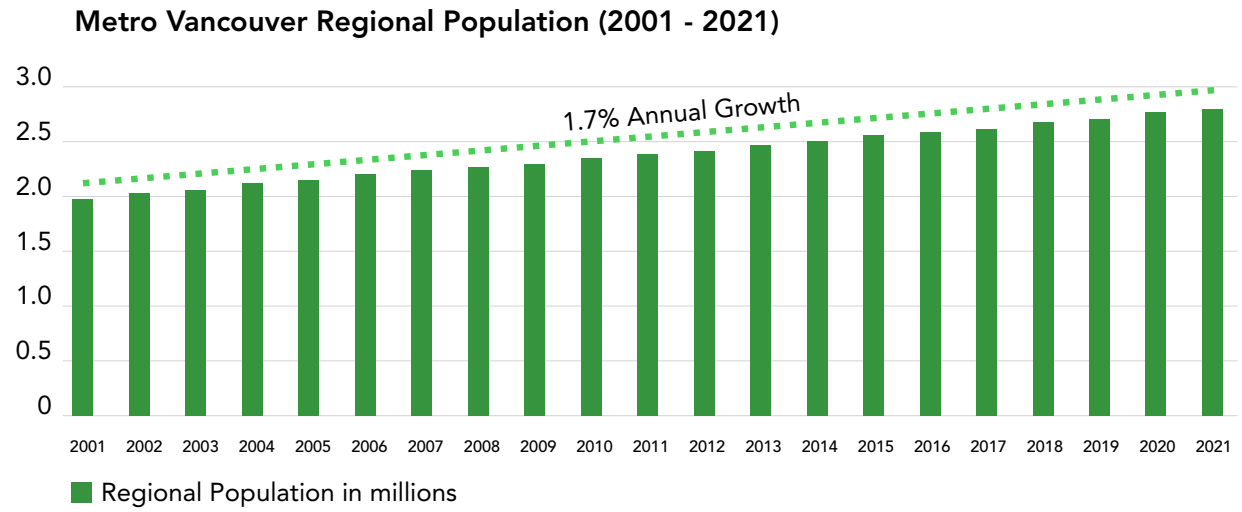
Regional Park Reserves – Areas of land which have been acquired for regional parks purposes, but are not yet formally open to the public. These areas may be managed for informal recreation and ad hoc conservation purposes. Regional parks land can be held in 'reserve' status until enough land has been assembled and it can be opened to the public.

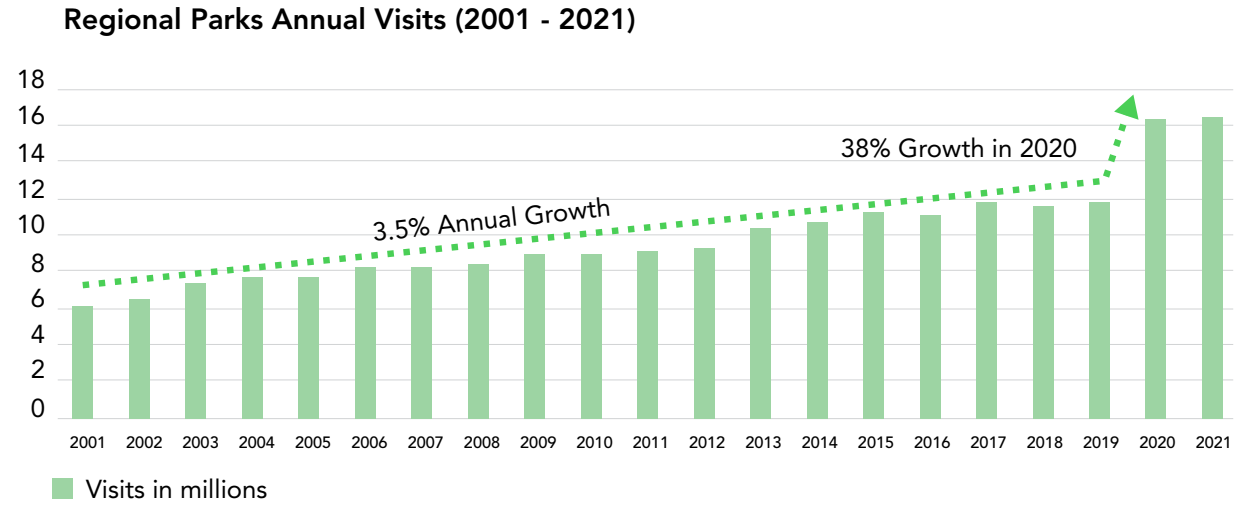
Regional Ecological Conservancy Areas – Areas of land that are managed wholly for conservation purposes. Access to the public will be limited except for research or conservation purposes.

Visitation

The regional population grew to 2.8 million residents in 2021 and is anticipated to continue to grow by an average of 35,000 people annually. Regional parks visitation has seen increases at an even faster rate – 3.5% per year up until 2019, twice as fast as population growth. The COVID-19 pandemic that began in 2020 saw increased visitation to the regional parks system at an unprecedented level, with a 38% increase in 2020 compared to 2019. Visitation in 2021 has remained at similar levels as seen in 2020. With the increased understanding of the connections between health and nature, it is expected that visitation levels will remain well above pre-pandemic rates into the coming years. Undoubtedly, park visitation will also increase over time as the region's population is expected to grow by another million people between 2021 and 2050.

Figure 4: Comparison on regional population growth and regional park visitation





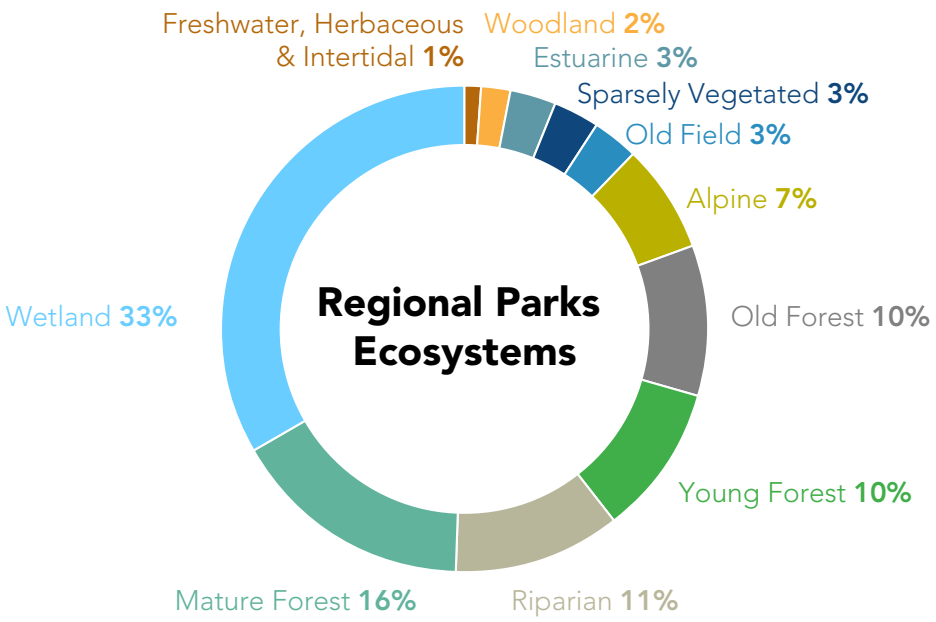


Figure 5: Regional Parks Ecosystems

Ecosystems

Regional parks protect a diversity of regional ecosystems, including wetlands, forests, alpine, and riparian areas.

In line with our role to protect important natural areas, the large majority — 99% by area — of regional parks are in a natural, undeveloped state. Of these natural areas, 85% are included in the Metro Vancouver Sensitive Ecosystem Inventory (SEI), meaning they are considered regionally sensitive or important modified ecosystems. The remaining 15% are younger or more disturbed vegetation but still provide a range of services, including habitat for biodiversity, and with restoration or simply time, have the potential to become sensitive ecosystems.

Figure 5 shows the proportions of different ecosystem types present in regional parks and is based on information from the SEI (2014). In addition to mapping ecosystem extent, ecosystem quality is also assessed to understand changes in condition. 80% of ecosystems in regional parks were rated 'higher quality' in the SEI, meaning they tend to be in better condition, larger in size, and adjacent to other vegetation, rather than roads and urban areas.

Metro Vancouver's Sensitive Ecosystem Inventory

The Metro Vancouver Sensitive Ecosystem Inventory (SEI) is a GIS inventory of the region's most ecologically important areas, mapped using provincial methodology. The SEI includes mainly sensitive ecosystems, which are ecologically fragile, rare, or at-risk ecosystems such as wetlands, forests, and riparian areas. It also includes some important modified ecosystems that have ecological value and importance to biodiversity, such as young forests and old fields.

The SEI is updated every 6 years to track ecosystem loss and change in the region. The 2014 update reported approximately 1,600 hectares of ecosystem loss between 2009 and 2014, including 1,000 hectares of forest and 120 hectares of wetlands.

Built Assets

Each year, Metro Vancouver maintains thousands of built assets to protect ecosystems and enable people to connect to nature in regional parks. Figure 6 provides a summary of built assets in regional parks from 2020.

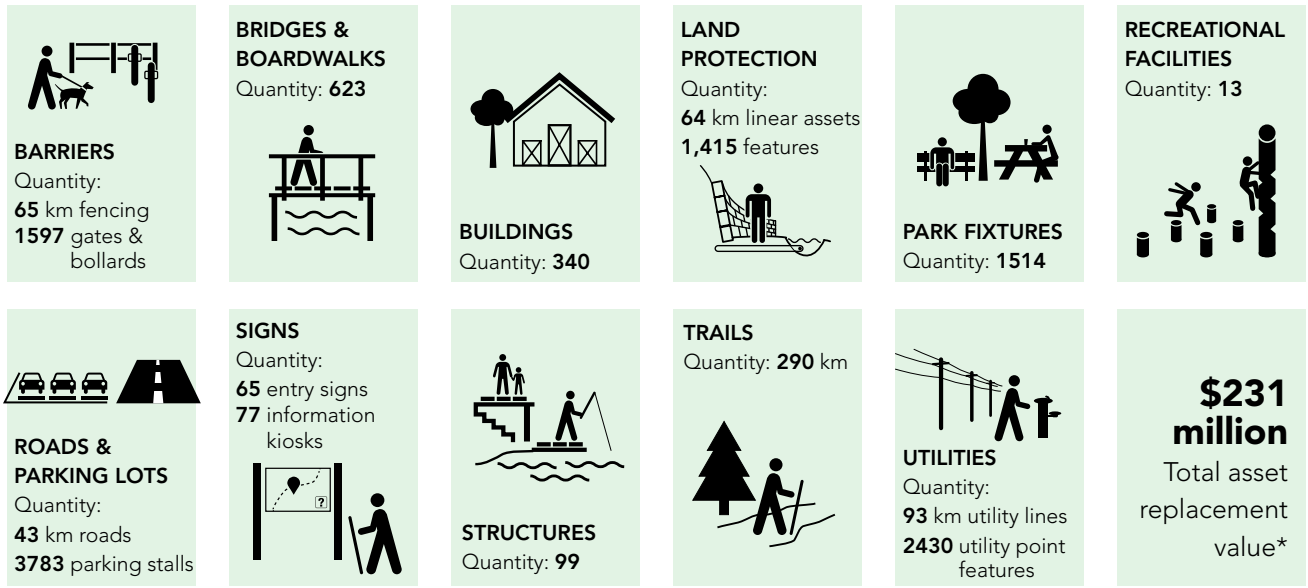


Figure 6: Summary of regional parks' built assets

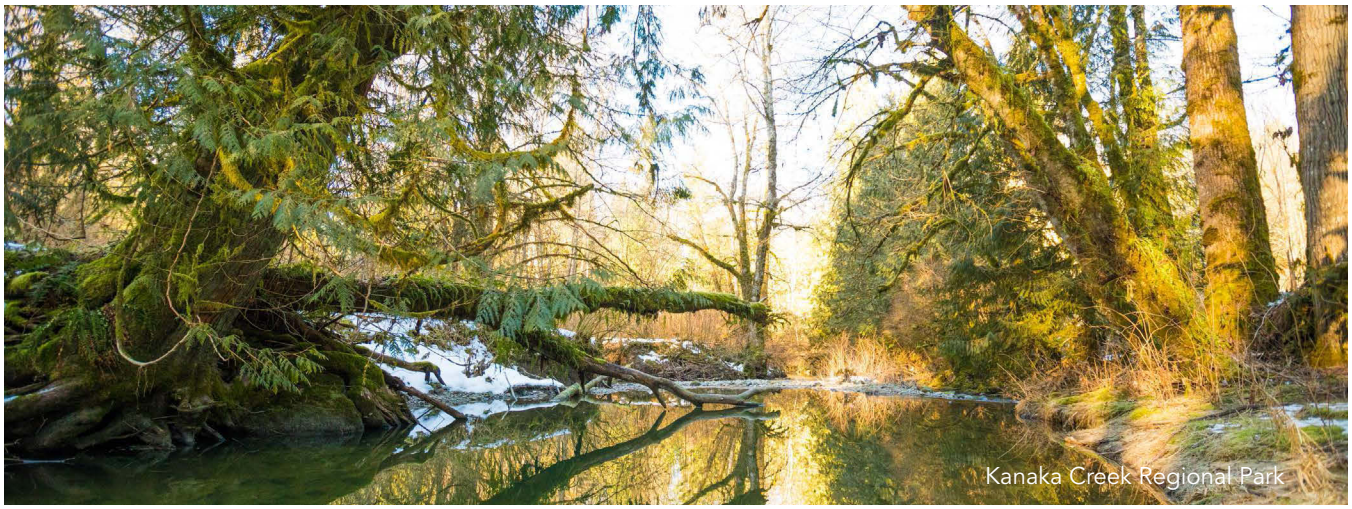
*asset value does not include land value

Pacific Parklands Foundation

Pacific Parklands Foundation is a registered charity dedicated to the conservation and enhancement of Metro Vancouver's regional parks. Pacific Parklands Foundation provides additional financial support for special projects and initiatives including restoring habitat, improving park facilities, and empowering youth to become environmental leaders. Together, we work to make the regional parks system the best it can be, for now and for future generations.



Tynehead Regional Park


Kanaka Creek Regional Park

Introduction to the Regional Parks Plan

Within the context of Metro Vancouver Regional Parks' role to protect natural areas and connect people to nature, the *Regional Parks Plan* establishes the following vision and guiding principles:

Vision

Metro Vancouver regional parks are:

Protected and resilient, connecting people to nature, with benefits for all.

Guiding Principles

The guiding principles represent the fundamental values that guide the Plan. Throughout our work, we strive to be:

- **Nature-focused** – Nature has inherent value and its protection for future generations is the foundation of what we do.
- **Interconnected** – Our work nurtures the essential connection between people and nature, recognizing the vital role nature plays in human health and well-being.
- **Inclusive** – Equity is integral to what we do, as we create an inclusive environment for all.
- **Reconciliation-focused** – Relationships with Indigenous Peoples are strengthened as we make the journey together along the pathway of truth and reconciliation.
- **Collaborative** – By working with others, we collectively steward the land to improve the region's livability and ecological health.
- **Knowledge-based** – Decision-making is informed by data and science, and incorporates Indigenous Knowledge. We learn from others and share our knowledge generously.
- **Adaptive** – We sustain a culture of adaptive management, through learning, innovation, and evaluation.

Goals

Five goals identify priority areas of work needed to focus direction and advance towards the vision. The goals are interlinked and will be achieved through an integrated approach. Each of these goals will be achieved through collaboration with others including member jurisdictions, First Nations and community partners, working together to find solutions to complex challenges.

Goal 1: The region's important natural areas are protected in perpetuity.

Metro Vancouver plays an important role in protecting important natural areas across the region. Managed to support healthy ecosystems and species, regional parks provide residents with a wide range of essential services, including storing carbon, increasing climate resilience, and supporting human health and well-being. As the region's population continues to grow, so must the regional parks system, providing more opportunities for people to connect with nature, and inspiring environmental stewardship and responsibility.

Goal 2: Everyone has the opportunity to benefit from exceptional experiences in nature.

Regional parks support physical and mental health through provision of facilities that provide access to nature. From picnic areas that support social connections, to trails that enable quiet contemplation, everyone should have the opportunity to experience the wide range of benefits that emerge from time spent in nature. By removing barriers to accessing regional parks, we strive to create inclusive and welcoming places.

Through inspiring, educational and interpretive public programming, volunteering and stewardship opportunities, a diverse range of experiences will be provided that deepen people's connection to nature and foster an appreciation of regional parks.

Goal 3: Regional parks are sustainably managed and well-maintained to manage the safety of visitors and integrity of ecosystems.

The provision of safe and well-maintained infrastructure protects ecosystems in regional parks and enables people to connect with nature. Visitor use will be managed to provide high quality experiences and protection of natural resources, and a robust regulations and compliance program will be in place to ensure these principles are maintained. Through thoughtful planning and design, barriers to accessibility will be reduced, providing a diversity of opportunities to be active and enjoy time in nature.

Asset management supports efficient use of resources and long-term financial planning. Through an integrated approach, asset management will incorporate natural and built assets, providing sustainable service delivery and risk management.



Burnaby Lake Regional Park



Iona Beach Regional Park

Goal 4: First Nations have an active role in the planning and stewardship of regional parks.

First Nations have lived on these lands since time immemorial and have carefully stewarded the land and species as part of a reciprocal relationship with nature. Metro Vancouver aspires to achieve a strengthened and collaborative relationship with First Nations, acknowledging that a meaningful truth and reconciliation process is required for this to happen. Metro Vancouver will work with First Nations to jointly determine outcomes to be achieved together to advance a shared vision.

Metro Vancouver recognizes that meaningful truth and reconciliation process takes time. The strategies and actions identified in this plan that include First Nations will be considered 'proposed' until the appropriate dialogue can take place with the Nations. Recognizing that each Nation is unique, these actions are meant to signal our intent to work together and may change over time.

Goal 5: Regional parks adapt to change and contribute to regional resiliency.

Metro Vancouver aspires to create an ecologically diverse and resilient network of parks, whose ecosystems and infrastructure are adaptable to change. Infrastructure siting, design, and retrofit decisions will need to consider current and future climate impacts to increase resilience.

Natural areas are one of our greatest defenses in the face of climate change and other shocks and stressors. They serve the dual functions of climate mitigation and adaptation by cooling temperatures, reducing flooding, protecting shorelines, as well as storing carbon. Regional parks' ecosystems contribute these functions to the region, supporting regional climate resiliency. Maintaining or enhancing ecological health increases the ability of regional parks to adapt to climate change and other disturbances.

Strategies and Actions

Acquire and Finance

Strategy 1 – Secure land to protect the region's important natural areas and connect the Regional Greenways Network.

Supports goals:



Metro Vancouver secures natural areas and their protection by expanding the regional parks system, providing parkland for a growing regional population. Adding lands to the system improves ecological health, provides more recreation opportunities, protects biodiversity and increases the resilience of the region by supporting climate adaptation and mitigation.

Growing the regional parks system contributes to the regional vision, proposed in the *Regional Growth Strategy* update, to increase the area of lands protected for nature from 40% to 50% of the region's land base by the year 2050. This vision recognizes the scientific evidence that 'nature needs half' of the land base to continue functioning for the benefit of all life and support human well-being. Strategic acquisitions to connect the Regional Greenways Network (identified in the *Regional Greenways 2050* plan) will additionally support regional livability through improved connections to parks.

Actions

1.1 Grow the regional parks system as identified in the *Regional Parks Land Acquisition 2050 Strategy*, including core natural areas, ecological buffer areas, and recreational access areas.

1.2 Update land acquisition program information to include land required for Metro Vancouver Regional Parks' greenways.

1.3 Review and update land acquisition program information every 5 years (and as needed) to be adaptive to a changing region.

Strategy 2 – Update existing financial tools and investigate additional financial mechanisms to support service provision, land acquisition, and operation and maintenance of new parklands.

Supports goals:



Sustainable financing is critical to Metro Vancouver's ability to acquire land, provide infrastructure, and operate and maintain new parklands for visitors to connect to nature. Financial tools will be aligned to support achievement of the *Regional Parks Plan* vision and goals, and additional financial mechanisms will be explored to identify new and diversified funding opportunities.

A benefits-based approach to pricing will be employed to maintain financial sustainability while supporting programming that connects people to nature.

Actions

2.1 Promote, support, and collaborate with the Pacific Parklands Foundation to align strategic funding priorities.

2.2 Explore alternative revenue-generating opportunities that are consistent with the role of Regional Parks, including philanthropic endeavors, Development Cost Charges, and grant opportunities with other levels of government.

2.3 Implement a benefits-based approach to pricing in public programming.

2.4 Conduct an annual review of fees and charges established through the Regional Parks Regulation Bylaw.

Plan and Design

Strategy 3 – Develop agreements with local First Nations and work together to define a collaborative way forward.

Supports goals:



First Nations have lived here since time immemorial and continue to act as stewards of the lands and waters around us. Metro Vancouver acknowledges that it is just beginning the journey of truth and reconciliation with Indigenous Peoples and aims to build stronger relationships founded on mutual respect, trust, and understanding.

Metro Vancouver is committed to ongoing dialogue and relationship-building with First Nations, and developing agreements to guide our future work together.

Actions

3.1 Collaboratively develop an Indigenous Framework to guide working together to plan and steward regional parks.

3.2 Partner with local First Nations to develop park-specific Cultural Planning and Co-Operation Agreements.

3.3 Metro Vancouver will consider requests from local First Nations to collaborate on the naming, renaming, or dedication of regional parks and park features to acknowledge the history and importance of the lands to the Nations.

3.4 Investigate with local First Nations potential economic development opportunities that are compatible with regional parks.

Strategy 4 – Create and apply a consistent, collaborative, and inclusive approach to regional parks and greenway planning and design.

Supports goals:



Protecting natural areas and providing exceptional nature-based experiences requires thoughtful coordination and planning. Metro Vancouver will create approaches to park planning and design that provide consistent and up-to-date guidance for staff, while recognizing the distinct character of each regional park, along with a clear process for inclusive public and stakeholder engagement. Planning will be informed by an ongoing process of research, data collection and evaluation, with regular reporting on indicators to allow for course correction.

Recognizing the important contribution regional parks make to regional resiliency, Metro Vancouver Regional Parks will play an active role in regional initiatives relating to ecological health and climate change.

Actions

4.1 Apply the Protect-Connect Continuum to provide consistent guidance and support park-level decision-making.

4.2 Review and update the process and framework for park management plans.

4.3 Implement an integrated design process for major projects that brings together a multi-disciplinary team and considers all aspects of a project concurrently to optimize resilience, performance, and cost efficiency in park development.

4.4 Identify the sections of the Regional Greenways Network that will be advanced by Metro Vancouver.

4.5 Update Metro Vancouver Regional Parks design standards and guidelines to support the provision of efficient, accessible and resilient park infrastructure over the long term.



Minnekhada Regional Park

4.6 Develop an inclusive approach to engagement that provides opportunity to hear a broad range of opinions.

4.7 Utilize social science and other data sources to understand who regional park visitors are and any barriers preventing use of regional parks.

4.8 Regularly collect data to inform and evaluate planning and management decisions.

4.9 Report out on the *Regional Parks Plan* indicators every 4 years to assess progress in meeting the plan's goals.

4.10 Participate in advancing the proposed Regional Green Infrastructure Network and regional efforts to enhance ecosystem connectivity and ecological health.

Strategy 5 – Plan for climate change and other hazards.

Supports goals:

Planning for climate change and other hazards at the park and system level will be critical to managing impacts and supporting adaptation to changing conditions. The species, ecosystems, and infrastructure within regional parks face increasing impacts from climate change, often exacerbating existing hazards. These impacts include flooding, sea level rise, more extreme storms, increasing temperatures, and wildfires.

Metro Vancouver will strive to develop pro-active approaches to incorporating climate change considerations into planning and design, focused on understanding vulnerabilities and developing flexible responses that can be adapted over time, based on new information and lessons learnt.

Maintaining or enhancing connections between regional parks ecosystems and other protected areas supports resiliency and will necessitate working together with other land managers.

Actions

5.1 Develop and implement a Regional Parks Climate Action Strategy that addresses both climate mitigation and adaptation.

5.2 Improve understanding of climate impacts on regional parks ecosystems and infrastructure.

5.3 Develop and update system and individual park emergency plans to guide staff in preparing for, responding to, and recovering from large scale emergencies.

5.4 Incorporate climate change considerations into design and development of regional parks infrastructure.

5.5 Participate in implementing Climate 2050, the regional climate strategy.

5.6 Collaborate with others to enhance ecosystem connections between regional parks and other protected areas.

Restore and Manage

Strategy 6 – Manage and restore park ecosystems and their components.

Supports goals:



Metro Vancouver has responsibility to manage the long term health and integrity of park ecosystems. This is achieved through strategic management of natural resources that is knowledge-based and integrates the knowledge of others including First Nations. The regional parks stewardship program provides opportunities for the public to connect with natural areas and fosters an appreciation for regional parks.

Actions

6.1 Implement the Natural Resource Management Framework and Operational Guidelines to enhance and restore ecological integrity in regional parks.

6.2 Work with First Nations to support guardian programs to advance shared learning and collaborative stewardship of the land.

6.3 Look for unique ways to identify and support First Nations' traditional uses of the land, in the context of managing regional parks.

6.4 Continue to monitor forest health to inform long-term resiliency of regional parks' forests.

6.5 Implement restoration efforts to enhance ecosystem connectivity in existing and new Metro Vancouver Regional Parks' greenways.

6.6 Expand the stewardship program to provide more opportunities for people to engage with regional parks.

6.7 Develop and implement a coordinated natural asset management approach to maintain and enhance ecological health.

6.8 Work with member jurisdictions and landowners to minimize negative impacts on regional park lands from activities in adjacent areas.

Strategy 7 – Manage visitor use to protect natural resources and support safe and high-quality visitor experiences.

Supports goals:



The balance between maintaining and enhancing ecological health, and providing access to nature remains the greatest challenge to managing the regional parks system.

Regional parks provide a range of different experiences for residents: the chance for quiet contemplation in nature and time with family and friends at the beach, challenging hikes on rough trails and relaxing bike rides on wide and flat trails. Protecting these diverse experiences will be achieved by assessing visitor use in the context of ecological, physical, and experiential impacts.

Metro Vancouver will manage visitor use and risk for the safety of visitors and the protection of ecosystems, and will work with others to manage impacts outside of park boundaries.

Actions

7.1 Develop a Visitor Use Management Strategy, taking into account the effects of visitor use on ecological, physical, and experiential conditions.

7.2 Update the Regional Parks Regulation Bylaw as needed. Develop and implement operational policies and procedures to manage risks to the safety of staff and visitors, the protection of built and natural assets, or the continuity of service delivery.

7.3 Test and implement technological tools and other innovative approaches to visitor use management.

Strategy 8 – Identify and manage cultural resources in regional parks.

Supports goals:



There are many historically and culturally significant places and features in regional parks. To support efforts to appropriately recognize, protect, and/or celebrate cultural and heritage resources, Metro Vancouver will work in partnership with First Nations and cultural organizations to establish clear protocols for the identification and management of these resources.

Actions

8.1 Work with First Nations to better understand the archaeological potential of lands within regional parks.

8.2 Work towards developing a First Nations cultural history study for each park to enable the protection and/or celebration of culturally important resources.

8.3 Work with cultural organizations and communities to incorporate cultural history information into planning and management.

8.4 Provide training opportunities for staff to support management of cultural resources.

Build and Maintain

Strategy 9 – Provide high-quality, inclusive visitor experiences through the provision of well-maintained facilities and infrastructure.

Supports goals:



Facilities and infrastructure are key components of the regional parks experience – from trails and viewing platforms to washrooms and picnic areas. It is important that these facilities are well-maintained and safe, facilitating visitor's connection with nature.

Metro Vancouver will continue to construct new and retrofit existing facilities using best practices, and conduct responsible maintenance of existing assets. Through incorporation of universal design, learnings from human health experts, and low-carbon approaches, regional parks facilities and infrastructure will provide increased accessibility, health, and climate mitigation benefits.

Actions

9.1 Design and develop parks to provide a diversity of opportunities to connect with and be active in nature.

9.2 Incorporate universal design and the use of sustainable materials in the construction and upgrade of facilities and infrastructure.

9.3 Implement strategies to reduce Metro Vancouver Regional Parks' carbon footprint with a focus on increasing energy efficiency in buildings, and electrifying vehicles and equipment.


Widgeon Marsh Regional Park

Strategy 10 – Manage assets proactively, for sustainable service delivery.

Supports goals:

Responsible asset management requires planning to manage risks, structure decision-making, and provide for sustainable service delivery. It also involves a process for evaluating and rationalizing the asset inventory to support continuous improvement.

Regional parks' built assets represent a significant investment and are key to connecting park users to nature. Incorporating built and natural assets within an asset management framework provides an integrated approach and supports protection of natural assets.

Actions

10.1 Update the asset management and related maintenance program using a continuous improvement approach.

10.2 Develop resource management plans for built and natural assets for each regional park and greenway.

10.3 Implement the Buildings Strategy and other asset strategies as they are developed.

10.4 Integrate natural assets into the asset management program.

Strategy 11 – Improve access to regional parks and greenways to support low-carbon and equitable transportation options.

Supports goals:

Everyone should have the opportunity to enjoy and experience the benefits of regional parks. Access to regional parks is challenging without a vehicle in many locations. Metro Vancouver Regional Parks will work with TransLink, member jurisdictions and other Metro Vancouver departments to improve access via transit and active transportation alternatives.

Actions

11.1 Build and upgrade the Metro Vancouver Regional Parks' segments of the Regional Greenways Network.

11.2 Implement the recommendations of the Alternative Transportation Study to improve access to regional parks.

11.3 Collaborate with others to advance completion of the Regional Greenways Network.

Engage and Program

Strategy 12 – Provide diverse and meaningful learning and volunteer opportunities that deepen people's connection to nature.

Supports goals:



Through interpretive programming, education, and volunteering opportunities, Metro Vancouver fosters a deep connection between the region's growing diverse population and the natural world. In addition to providing opportunities to spend time in nature, these programs provide social connection and opportunities for physical activity which contribute to individual and community health and well-being.

Actions

12.1 Implement the Public Programming Strategy to provide relevant content for the region's growing diverse population.

12.2 Implement the Community Relationship Strategy to ensure strong and diverse community partnerships.

12.3 Deliver events that provide opportunities for many people to experience interpretive and educational programming in regional parks, at low cost.

12.4 Provide a range of meaningful and relevant volunteer opportunities which support the mandate of Metro Vancouver Regional Parks.

12.5 Work with First Nations to acknowledge and include their respective perspectives, histories, stories, and cultural interpretations in regional parks.

12.6 Foster relationships with diverse communities to share histories, stories, and cultural interpretations of regional parks through public communications and programming.

12.7 Develop interpretive plans for each regional park that tell the story of the park, incorporating natural and cultural history.

12.8 Seek partnerships in program delivery, community engagement and provision of special programs where others have expertise.

12.9 Support positive visitor experiences through a customer service-focused approach to in-person communications with Metro Vancouver Regional Parks staff.

Strategy 13 – Tell Metro Vancouver Regional Parks stories to connect the region's diverse population with nature and inspire its protection.

Supports goals:



Metro Vancouver engages with visitors and the region to share information, inspire, and create positive experiences that provide a sense of place and encourage the protection of nature.

Using a diverse range of communications tools, and considering overarching inclusion principles such as Indigenous perspectives, accessibility, and language, Metro Vancouver aims to reach a broad audience and foster appreciation of regional parks.

Actions

13.1 Use a range of communications tools from in-park signs to print materials to web-based and other digital resources that considers the full visitor experience cycle that starts before arrival and ends with memories of the visit.

13.2 Continue the use of social media and explore additional new media as communications tools in reaching new audiences in the region.



Park interpreters engage with visitors to share information, inspire, and create positive experiences.

Strategy 14 – Learn and share knowledge.

Supports goals:

Metro Vancouver works collaboratively with others to manage regional parks for long-term ecological integrity and resilience. Existing relationships will continue to be nurtured and new areas for increased collaboration and knowledge sharing will be explored, including cultural resource management, climate change adaptation and mitigation, and the health benefits of parks.

Actions

14.1 Partner with health organizations to provide specific mental health and well-being opportunities in regional parks.

14.2 Support research that helps to broaden understanding of natural resources in regional parks and informs management decisions.

14.3 Collaborate with the health authorities, academia, and others to develop a greater understanding and awareness of the health benefits of nature.

14.4 Collaborate with First Nations to incorporate Indigenous Knowledge into planning, stewardship and other work of Metro Vancouver Regional Parks.

14.5 Promote the sharing of expertise between member jurisdictions, First Nations, academia, other park agencies, and the public.

Monitoring and Reporting

To ensure progress is being made towards *Regional Parks Plan* goals, a suite of indicators will be measured and reported on. The indicators represent a range of qualitative and quantitative measures, and provide information about different aspects relating to the plan's goals.

Indicators are grouped by the goal they most strongly connect to, but many indicators provide information that relates to multiple goals.

Indicators relating to Goal 4 (First Nations have an active role in the planning and stewardship of regional parks) will be jointly determined with First Nations, alongside strategies and actions.

Most of the indicators listed can be measured using existing data, and indeed many are already reported out on annually through the Metro Vancouver Performance Monitoring Dashboard or the Regional Parks annual report. Proposed indicators are used to identify areas where an indicator is needed, but more work is required to determine what the indicator should be.

Every 4 years, a summary report of indicators will be produced, and the information used to determine if any adjustments are needed as we continue to work towards the plan's goals and vision.



Campbell Valley Regional Park

GOAL	INDICATOR
Goal 1: The region's important natural areas are protected in perpetuity.	Area of regional parkland managed by Metro Vancouver Regional Parks
	Proportion of land acquisition budget spent
	Proportion of regional sensitive or modified ecosystems that falls within regional parks
	Area of sensitive or modified ecosystems within regional parks
	Cumulative area of ecological restoration areas (created or maintained)
	Natural assets indicator relating to ecological function and management (to be developed)
Goal 2: Everyone has the opportunity to benefit from exceptional experiences in nature.	Number of visits to regional parks
	Hours of volunteer time
	Number of participants in interpretive programs and special events
	Level of digital engagements
	Equity baseline indicator relating to the demographic profile of regional parks visitors compared to demographic profile of regional population (to be developed)
	Trips made to regional parks by personal vehicle vs transit and active transportation (to be developed)
	Level of visitor satisfaction, expanding qualitative questions in the visitor satisfaction survey to improve measurement of the influence and effect of time spent in regional parks (to be developed)
Goal 3: Regional parks are sustainably managed and well-maintained to manage the safety of visitors and integrity of ecosystems.	Percentage of regional parks with a current management plan
	Amount of grant funds received
	Proportion of capital budget spent
	Proportion of built asset classes that have achieved or exceeded a 'Fair' condition score
	Regulations and compliance indicator, relating to effectiveness or outcomes (to be developed)
Goal 4: First Nations have an active role in the planning and stewardship of regional parks.	Indicators relating to Goal 4 will be developed jointly with First Nations.
Goal 5: Regional parks adapt to change and contribute to regional resiliency.	Indicators for Goal 1 and 3 also strongly connect to Goal 5 as they report on amount and condition of natural areas and infrastructure in regional parks.
	Ecosystem and infrastructure vulnerability and/or resiliency indicators (to be developed through the Regional Parks Climate Action Strategy and Climate 2050)

Indicators in italics will be developed in the future

Glossary

Active Transportation includes self-powered modes of transportation such as walking, cycling, skateboarding, in-line skating/rollerblading, jogging and running, wheel chairing, snowshoeing, and cross-country skiing.

Biodiversity is the variety of species and ecosystems, and the ecological processes that they are part of.

Built assets are the buildings, trails and other infrastructure that have been constructed to protect natural assets and enable people to connect to regional parks.

Carbon sequestration is the removal of carbon dioxide from the air and the long-term storage of that carbon to mitigate climate change.

Climate adaptation means anticipating, planning for, and responding to the adverse effects of climate change and taking appropriate action to prevent or minimize the damage it can cause, or taking advantage of opportunities that may arise. It has been shown that well-planned, early adaptation action saves money and lives later.

Climate mitigation is the limiting or preventing of greenhouse gas emissions and removing these gases from the atmosphere. It is critical to avoiding catastrophic climate change. Greenhouse gases are air contaminants that trap heat and are the cause of climate change.

Ecological health captures the connection among healthy functioning ecosystems, the valuable services they provide, and human well-being.

Ecosystems are all the plants and animals that live in a particular area together with the relationships between them and their environment.

Ecosystem connectivity is the physical and functional links between ecosystems that support biodiversity by allowing movement of species across the region.

Ecosystem services are the benefits people obtain from ecosystems, including food, fresh water, shading, and human health and well-being.

Green infrastructure is the natural, enhanced, and engineered assets that collectively provide society with ecosystem services required for healthy living.

Natural assets are the stock of natural resources and ecosystems (including geology, soil, air, water, and all living things) that provide benefits to people. Examples include forests, wetlands, and streams. It is from these natural assets that humans derive a wide range of services, often called ecosystem services, which make human life possible.

Nature-based solutions are actions that protect, sustainably manage, and restore natural or modified ecosystems but also address societal challenges (such as climate change), thereby providing both human well-being and biodiversity benefits.



Pacific Spirit Regional Park

Passive outdoor recreation is:

a. is unstructured, natural resource based, and occurs in large scale natural landscapes;

b. provides an opportunity to connect with and experience nature;

c. does not require the provision of extensive or specialized facilities;

d. results in minimal impact and/or disturbance to natural and cultural resources;

e. is primarily low intensity and of a day use nature; and

f. is informal and self-directed.

Regional Greenways Network is the region's network of recreational greenways which support recreational walking, cycling, and, where appropriate, horseback riding.

Social equity is the promotion of fairness, justice, and the removal of systemic barriers that may cause or aggravate disparities experienced by different groups of people.

Stewardship is a management activity that contributes to the improvement of an area's ecological function through actions that monitor, maintain, protect, enhance, or restore natural resources. These actions must be guided by care, and lead to sustainable long-term results.

Metro Vancouver is a federation of 21 municipalities, one Electoral Area and one Treaty First Nation that collaboratively plans for and delivers regional-scale services. Its core services are drinking water, wastewater treatment and solid waste management. Metro Vancouver also regulates air quality, plans for urban growth, manages a regional parks system and provides affordable housing. The regional district is governed by a Board of Directors of elected officials from each local authority.

Member jurisdictions of Metro Vancouver include:

- Village of Anmore
- Village of Belcarra
- Bowen Island Municipality
- City of Burnaby
- City of Coquitlam
- City of Delta
- Electoral Area A
- City of Langley
- Township of Langley
- Village of Lions Bay
- City of Maple Ridge
- City of New Westminster
- City of North Vancouver
- District of North Vancouver
- City of Pitt Meadows
- City of Port Coquitlam
- City of Port Moody
- City of Richmond
- City of Surrey
- Tsawwassen First Nation
- City of Vancouver
- District of West Vancouver
- City of White Rock

Regional Parks Committee members:

- McEwen, John (Chair) - Anmore
- Wiebe, Michael (Vice Chair) - Vancouver
- Calendino, Pietro - Burnaby
- Dilworth, Diana - Port Moody
- Guerra, Laurie - Surrey
- Harvie, George - Delta
- Hodge, Craig - Coquitlam
- Miyashita, Tracy - Pitt Meadows
- Muri, Lisa - North Vancouver District
- Nicholson, Maureen - Bowen Island
- Penner, Darrell - Port Coquitlam
- Richter, Kim - Langley Township
- Ross, Jamie - Belcarra
- Soprovich, Bill - West Vancouver
- Trentadue, Mary - New Westminster

Notes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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Engagement Plan for the Draft *Regional Parks Plan*

Introduction
Metro Vancouver is committed to engaging with the public, stakeholders and other governments, including First Nations, and incorporating their feedback into the *Regional Parks Plan*.

The proposed engagement process will be conducted in accordance with the Metro Vancouver Board Policy on Public Engagement and builds on the work completed to date to develop the draft *Regional Parks Plan*. The engagement plan is designed to reach a broad audience to discuss the purpose and benefits of the updated *Regional Parks Plan*. Engagement will also seek feedback from specific organizations.

Due to public health regulations, engagement activities will be conducted using virtual and online means, and staff are planning creative and engaging materials to encourage feedback. Feedback will be reported to the Committee, highlighting how it informed the final *Regional Parks Plan*.

Engagement Objectives

1. Reach, involve and hear from First Nations, member jurisdictions, stakeholders and other government agencies who have interest in this plan.
2. Engage in meaningful dialogue with the public, including equity denied groups and youth and inform them about opportunities to provide input about the plan.
3. Support informed engagement and share engagement outcomes.
4. Raise awareness about Metro Vancouver's role in Regional Parks.

Outcomes

- A broad audience is aware of their opportunity to provide input into the draft *Regional Parks Plan*, and the purpose and benefits are highlighted.
- Specific organizations are aware, have the opportunity to speak with staff, and are requested to provide feedback.
- Feedback is received, recorded, and where required, staff have responded.
- Feedback is considered in revising the draft *Regional Parks Plan*, and the feedback and any revisions are highlighted to the Board when presenting the final *Regional Parks Plan* for adoption.

Audience and Anticipated Outcomes

Audience categories (with examples)	Anticipated outcomes
First Nations	• Informed and aware of the *Regional Parks Plan* purpose and benefits • Provide input, feedback and list any concerns about the draft Regional Parks Plan • Any other feedback will be considered
Other governments, including: • Member jurisdictions • Metro Vancouver advisory committees o Regional Parks Advisory Committee o Regional Planning Advisory Committee	• Informed and aware of the *Regional Parks Plan* purpose and benefits • Provide input, feedback and list any concerns about the draft Regional Parks Plan • Any other feedback will be considered

○ Regional Planning Advisory Committee – Environment Sub-committee ○ Agriculture Advisory Committee ○ Regional Engineering Advisory Committee – Climate Protection Sub-Committee • Regional agencies ○ TransLink ○ Vancouver International Airport ○ Port of Vancouver • Provincial agencies ○ Vancouver Coastal Health ○ Fraser Health ○ First Nations Health Authority ○ Ministry of Environment & Climate Change ○ Agricultural Land Commission ○ BC Parks • Federal agencies ○ Canadian Wildlife Service ○ Natural Resources Canada	
Community Associations, Park Associations & Individuals with expertise and influence • Interest in previous outreach • Increase reach through existing communications channels such as newsletters, social media promotion, and paid advertising • Leveraging existing relationships to amplify / extend reach to other contacts	• Informed and aware of the *Regional Parks Plan* purpose and benefits • Provide input, feedback and list any concerns about the draft Regional Parks Plan • Any other feedback will be considered
Public as reached through: • Interest in previous outreach • Increase reach through existing communications channels such as newsletters, social media promotion, and paid advertising • Leveraging existing relationships to amplify / extend reach to neighbours and other contacts	• Informed and aware of the *Regional Parks Plan* purpose and benefits • Provide input, feedback and list any concerns about the draft Regional Parks Plan • Any other feedback will be considered
Youth • Might include students, teachers, student leaders and early career • Leverage Metro Vancouver forums, programs and other engagement activities where practical • Reach youth through preferred social media platforms and existing corporate youth social media channels	• Aware of Metro Vancouver's role in Regional Parks • Informed and aware of the Regional Parks Plan • Provide input, feedback and list any concerns about the draft Regional Parks Plan • Any other feedback will be considered
Equity Denied Groups • Interest in previous outreach • Reach through preferred social media platforms and existing corporate social media channels	• Aware of Metro Vancouver's role in Regional Parks • Informed and aware of the Regional Parks Plan

• Promote participation in virtual forums or online feedback form	• Provide input, feedback and list any concerns about the draft Regional Parks Plan

Tactics and Timing

Tactic	Timing

Inform audiences
• Share information and engagement opportunity on the *Regional Parks Plan* and provide an option to participate at virtual webinars
• Publish a web resource to house:
  o Draft *Regional Parks Plan*
  o Link to the engagement platform to access online feedback form
  o Project team contacts for feedback or questions
• Correspondence to stakeholder audience to include:
  o Link to web resource
  o Invitation to join a webinar
  o Invitation to provide feedback by online feedback form
• Promote information to broader audience via:
  o Social media
  o Newsletters
  o Paid advertising (radio, online community papers)
	February – March, 2022

Answer questions, clarify content and receive feedback • Host two virtual webinars to bring awareness to the draft *Regional Parks Plan*, engage with the audience and capture any input or feedback. There will be two sessions, one during the day and one in the evening. • Invite, reach, and hear from First Nations on their feedback for the draft *Regional Parks Plan* • Provide a project email contact to answer any questions and moderate social media	February – March, 2022
Compile & Analyze feedback • Collect, review, and analyze feedback • Create a table that can be filtered for theme and audience	March – April, 2022
Incorporate into draft *Regional Parks Plan*	April – May, 2022
Final *Regional Parks Plan* to MVRD Board • Complete final draft of *Regional Parks Plan* for Board adoption • Include summary of engagement and feedback and how feedback was applied in Board report	July 2022

To: Zero Waste Committee

From: Heather Schoemaker, General Manager, External Relations
Ann Rowan, Division Manager, Collaboration and Engagement, External Relations

Date: January 13, 2022 Meeting Date: January 20, 2022

Subject: **2021 Zero Waste Conference**

RECOMMENDATION
That the MVRD Board receive for information the report dated January 13, 2022, titled "2021 Zero Waste Conference."

EXECUTIVE SUMMARY
Metro Vancouver's annual Zero Waste Conference, engages with important stakeholders to share new knowledge, experiences, and practices related to Metro Vancouver's journey to waste prevention and the transition to a circular economy. With a program designed to provide the rationale and the means for constructing a path to an alternative to the dystopian future suggested by the climate catastrophes and the on-going pandemic, the 2021 conference featured five thought-provoking and inspiring keynotes who posed elements of a resilient, carbon neutral and circular future. Five interactive sessions, had speakers providing opportunities and potential actions in design and policy to enable this future, including eight innovators who introduced how entrepreneurial spirit coupled with innovation can contribute to positive change.

With 443 registrants, feedback included: *"This conference was full of good insights and inspiration. My takeaway is that the journey towards a circular future is a tapestry in which we are all working together. Thanks to all of you for this special day that I am sure will be a milestone."*

PURPOSE
This report provides an update on the 2021 Zero Waste Conference.

BACKGROUND
The annual Zero Waste Conference, hosted by Metro Vancouver and the National Zero Waste Council, supports the first two goals of the *Integrated Solid Waste and Resource Management Plan* that speak to reducing waste at the source. Effective action on waste prevention and a transition to a circular economy requires cross-sectoral collaboration at a geographical scale larger than the region; including changes in design and materials used in production, promoting behaviour change, and aligning policies across jurisdictions. The Conference is designed to inspire and inform participants bringing together the leaders, policy-makers, practitioners and innovators, within the region and across Canada, who are involved in advancing change. In its eleventh year, the Zero Waste Conference is an important annual event, locally, nationally and globally.

This report summarizes key aspects of the 2021 Zero Waste Conference.
2021 ZERO WASTE CONFERENCE

Planning for the Zero Waste Conference begins early in the year and given continued uncertainty about the COVID-19 pandemic, it was decided to again host the conference as a one-day virtual event on October 28, 2021 and to broadcast the event from the multimedia studio at the Annacis Research Centre.

Reflecting the origins of the Conference, the overall theme of the Conference continues to be "A future without waste" with the subtheme providing the narrative arc for the specific year's program. In 2021, the subtheme was:

- Unlock the power of imagination and transformation;
- Step into creative and innovative thinking;
- Design a resilient, carbon neutral and circular future

This positive and proactive messaging was felt to be essential during a time when there is a general anxiety about the future. The focus of the Conference was to propose a path to an alternative to the dystopian future suggested by the current climate catastrophes and the on-going pandemic.

Program Highlights

Metro Vancouver's Zero Waste Conference is renowned for a curated program of thought-leaders, innovators and decision-makers committed to waste prevention and accelerating the transition to a circular economy, and this year's conference was no exception. The program was anchored by five inspiring and thought-provoking keynote discussions interspersed into panel discussions on five timely topics and two sessions that spotlighted engaging, successful innovators and entrepreneurs in the waste prevention and circular economy space.

The day began with a 10-year retrospective video that captured how the concept of waste prevention has advanced over ten years as well as the emergence of the circular economy in general and the role of Metro Vancouver and the National Zero Waste Council in this journey.

The opening keynote was a discussion between two respected futurists, Shivvy Jervis and Gerd Leonard who spoke about how they learned during the pandemic that institutions and business can change and adapt when it is required and this should inform the challenge of dealing with the environmental and economic challenges associated with climate change and biodiversity loss. Both argued that our future is not predetermined but depends on our vision for the future and the decisions we make today.

Dr. Janez Potocnik, the co-chair of the UNEP International Resource Panel, has advanced the rationale and means for policy-makers to decouple economic growth from unsustainable use of natural resources. He provided participants the scientific assessment of our current situation and how a transition to a circular economy was urgently required. A responding panel following Dr. Potocnik's address provided a lively exchange of ideas, from three different perspectives, as to how change is possible and the sharing of promising solutions in policy, innovation financing, nature-based solutions, and cross-sectoral collaborations are being implemented now.

At this point in the programming, the focus shifted from the global to Canada where leadership from the private and public sector was recognized. The panel before lunch explored how local

governments are embracing circularity as a means to increase their own resiliency while addressing prosperity, resource scarcity, emission reductions, and waste challenges. Dr. Joanna Williams provided a spark talk on how the pandemic had transformed the work of European cities leading in circularity and was followed by a panel of four local governments in Canada, including Metro Vancouver, who had initiated their own paths to a resilient, low carbon and circular future.

After a 30-minute lunch break, with opportunities to join networking rooms, participants were welcomed back to a keynote presentation from Arlene Dickinson who shared how an investment strategy and innovation can be harnessed to support efforts to re-design and transform systems to achieve social and environmental objectives, including preventing and reducing waste. In her presentation, she shared an example of a local food system project that she is involved in. This was a transition then to a panel devoted to how circular food systems can be designed – at different geographical scales and through the food value chain.

The second keynote of the afternoon was Sheila Watt-Cloutier who shared how the culture and experience of indigenous people of the Arctic North has resulted in an understanding of how the challenges of the day – environment, economy, health, and human rights – are deeply connected. That knowledge should be harnessed by 21st Century leaders because "siloed" analysis will hamper the transformational changes required to address substantive issues like climate change, income disparity, and long-term prosperity.

The final panel of the day focused on the innovative Planetary Healthcare Lab created at UBC. The founder, Dr. Andrea MacNeill, exemplifies this new model of leadership described by Sheila Watt-Cloutier. As a surgical oncologist, Dr. MacNeill became concerned how the healthcare system was contributing to environmental problems and has brought together an interdisciplinary research team dedicated to designing health care systems that promote both human and planetary health.

The program ended with a keynote from Billy Almon, who, through stories, identifies biology-inspired solutions that will improve the human condition. Billy shared examples of how creatures living in the dynamic inter-tidal zone provide examples of how we can aspire to create a future that regenerates individuals, communities and ecosystems even during times of substantive change.

Over the years, the Zero Waste Conference, has featured entrepreneurs and innovators who through their ideas, innovation, courage and enthusiasm bring a spark to the Conference program. This year two Innovation Showcases were featured, one in the morning and the other in the afternoon and both delivered: providing examples of the power of initiative and embracing change that sparked a lively discussion in the zoom chat.

Vanessa Timmer and Kathryn Gretsinger were co-hosts for the 2021 Zero Waste Conference and did an excellent job of managing the program on the day while weaving important themes throughout the discussion. The full program including speaker biographies can be found on the Zero Waste Conference website (Reference 3).

Audience and Participation

The total number of registrations for the 2021 Zero Waste Conference was 443 which is less than the 501 who registered for last year's virtual conference. One reason for the decrease in registration could have been the September World Circular Forum hosted for the first time in Canada; however, in general, it is recognized by many events that the appeal of participating in a virtual conference was diminished over a year of virtual meetings and conferences. The two key draws for the Zero Waste Conference is knowledge-sharing and networking, the limited ability to network could have also led to lower registrations. The registration fees were the same as for the 2021 Conference, the general registration fee was $150 and $89 for students.

In terms of participation on the day of the Conference, it appears from a review of the attendee record that nearly everyone who registered for the Conference came in at some point during the day. Participation was highest in the morning with the number of participants, ranging between 370 and 390, and then after lunch, the maximum was 320 with the number of participants slowly dropping off until the end. In monitoring the chat, the major reason for declining numbers in the afternoon was time zone differences for participants coming in from Europe and eastern Canada. It should be noted that anyone who registered for the Conference was also provided restricted access to review the sessions before the videos were made publically available on January 4, 2022.

The on-line chat room was used by participants throughout the day – making comments on the speakers, sharing resources as well as in networking. As in the past, Pigeonhole was used, a software that allows participants to post their questions using their smart phones and to vote on questions they think important. This means that the questions asked of a speaker reflects a collective rather than an individual enquiry. Throughout the day, there were 283 unique participants using Pigeonhole to pose questions and there were 398 votes cast by participants indicating their interest in hearing a response a question.

Overall the feedback on the Conference, both on the program and delivery was very positive. One participant posted in the chat, *"This event's production is off the charts, it's unbelievable. Hats off to you and your team. You should be very very proud. The best sign of a perfectly functioning event is when the attendees don't even remember they are in an event, it just flows."* Another assessment was *"This conference was full of good insights and inspiration. My takeaway is that the journey towards a circular future is a tapestry in which we are all working together. Thanks to all of you for this special day that I am sure will be a milestone."*

Marketing & Promotion

Our marketing communications goal for the event was to build anticipation leading up to the day and position the conference as a must-attend featuring the world's best thought leaders, innovators, and change makers in the circular and zero waste economy.

While registration was lower than in the previous year, the distribution of registrants was quite similar. According to the information provided at registration, 29% of the participants were from the private sector (from start-ups to corporate brands), 31% were from government (elected officials and staff), 14% were from the non-profit/NGOs, 5% had an academic affiliation, 4% were interested members of the public and 21% did not report an affiliation.

With a modest budget for marketing, in 2021, efforts were focused on digital opportunities targeting audiences interested in waste prevention and the circular economy and because of the virtual nature of the conference, the geographic scope was expanded and there was an increased emphasis on stakeholder identification and engagement. The digital marketing campaign was 5 weeks in duration, and achieved 4.0 million impressions. Facebook ads reached over 207,360 people with an average frequency of 4.0 and LinkedIn reached almost 38,446 people. Direct outreach to the identified key stakeholders was executed with communications to over 30 Partners, Chambers and Boards of Trade to encourage promotion and participation by their members and contacts.

Social and Earned Media

Social media is an important outreach and engagement platform for the Conference. There were 501 hashtag mentions of the Conference resulting in 5.1 potential impressions. This year the majority of social media content occurred between October 19 and October 29 with twitter activity significantly increasing on October 28 on the day of the Conference. The announcements of Shivvy Jervis, Gerd Leonard, Arlene Dickenson and Sheila Watt-Cloutier as keynotes generated bumps in retweets. A quote that seemed to resonate with Twitter users was from Shivvy Jervis who stated *"Saying tech will solve the sustainability crisis is like saying a hammer will solve homelessness just because it's used to build houses."*

Conventional media interest and coverage of the Conference is also important in generating interest in the Conference and in the issues discussed. Strategically targeted media outreach resulted in a number of thoughtful, in-depth articles in prominent media outlets, such as the Vancouver Sun (print and online) and CBC, and several of these articles were reprinted elsewhere online. References 1 and 2 provide links to the stories about keynote Billy Almon and the Conference that ran in the Vancouver Sun and on CBC online. The conference also appeared in the Canadian Press/AP calendar.

Media outreach resulted in an audience reach of 17,599,542 with an ad value equivalent of $162,800.

Ongoing Knowledge Sharing - Zero Waste Conference Website

The Zero Waste Conference website is maintained throughout the year and provides participants and other interested individuals access to videos from the keynotes, panel discussions and question and answer sessions in addition to the blog. Also included are previous year conferences resulting in a treasure trove of information as well as a marker of how the discussion of waste prevention and the transition to the circular economy is evolving in Canada. Reference 3 provides a link to these videos.

ALTERNATIVES

This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS

The cost to host the 2021 Zero Waste Conference was $260,584. It was funded by Metro Vancouver Regional District Requisitions in the amount of $212,000 – this amount has not changed in the eleven years of the conference - as well as $48,584 from Conference registration fees.

CONCLUSION

The annual Zero Waste Conference, hosted by Metro Vancouver and the National Zero Waste Council, supports the first two goals of the *Integrated Solid Waste and Resource Management Plan* that speak to reducing waste at the source. In 2021, the program was designed to provide the rationale as well as the means for constructing a path to an alternative to the dystopian future suggested by the current climate catastrophes and the on-going pandemic.

Metro Vancouver's Zero Waste Conference is renowned for a curated program of thought-leaders, innovators and decision-makers committed to waste prevention and accelerating the transition to a circular economy, and this year's conference was no exception. The program was anchored by five inspiring and thought-provoking keynote discussions interspersed into panel discussions on five timely topics and two sessions that spotlighted engaging, successful innovators and entrepreneurs in the waste prevention and circular economy space.

The total number of registrations for the 2021 Zero Waste Conference was 443, less than the 501 who registered for last year's virtual conference. In general, the appeal of participating in a virtual conference was diminished over a year of virtual meetings and conferences. Comments from the zoom chat along with level of activity in the zoom chat and Pigeonhole indicated that programming resonated with participants. While the ability to share knowledge in a virtual environment is high, the opportunities for networking is limited. Knowledge-sharing and networking are the key reasons to attend the Zero Waste Conference which is why we hope to return to an in-person event in 2022.

References:

1. Vancouver Sun story on "World's first astrobiofuturist to speak at Metro Vancouver's Zero Waste conference" https://vancouversun.com/news/worlds-first-astrobiofuturist-to-speak-at-metro-vancouvers-zero-waste-conference

2. CBC story on "Futurist advises B.C. decision-makers, residents to look to coastal ecosystems for climate, waste solutions" https://www.cbc.ca/news/canada/british-columbia/futurist-advises-b-c-decision-makers-residents-to-look-to-coastal-ecosystems-for-climate-waste-solutions-1.6231074

3. Program, speaker biographies, and videos of sessions of the 2021 Zero Waste Conference and prior conferences www.zwc.ca

49469233

To: MVRD Board of Directors

From: Chris Plagnol, Director, Corporate Officer

Date: January 6, 2022 Meeting Date: January 28, 2022

Subject: **Appointment of Election Officials for the 2022 General Local Election**

RECOMMENDATION

That the MVRD Board appoint Katie Karn as Chief Election Officer and Janis Knaupp as Deputy Chief Election Officer for the 2022 General Local Election for the Regional Director of MVRD Electoral Area A.

EXECUTIVE SUMMARY

In accordance with the *Local Government Act* (the "Act"), the 2022 General Local Election for the Regional Director of MVRD Electoral Area A will be held on Saturday, October 15, 2022. For the purposes of conducting the election, the Board must appoint a Chief Election Officer and Deputy Chief Election Officer. Staff experienced in election administration from the Legislative Services Corporate Office are recommended appointees.

PURPOSE

To appoint election officials to conduct the 2022 General Local Election for MVRD Electoral Area A.

BACKGROUND

Local government elections will be held in the Fall of 2022 around the province, which includes the election of Director for the regional district's Electoral Area A. Section 58(1) of the Act requires the appointment of a chief election officer and a deputy chief election officer for the purposes of conducting that election.

ELECTION ADMINISTRATION

General local elections are conducted every four years pursuant to the Act. In 2022, general voting day will be held on Saturday, October 15, 2022.

Appointing a Chief Election Officer and a Deputy Chief Election Officer at this time will facilitate the necessary preparations for the election. The Chief Election Officer will be responsible for the appointment of other election officials, designating voting places, and ensuring that the conduct of the election complies with all of the requirements of the Act. The duties and responsibilities of the Chief Election Officer are set out in section 59 of the Act.

The responsibility for conducting elections has traditionally rested with the office responsible for corporate administration in the Legislative Services Division at Metro Vancouver. This group is experienced in election administration and is prepared to conduct the election in 2022 for the office of Electoral Area A Director. The current Deputy Corporate Officer (Katie Karn) and Legislative

Services Manager (Janis Knaupp) are recommended as Chief Election Officer and Deputy Chief Election Officer respectively.

ALTERNATIVES

1. That the MVRD Board appoint Katie Karn as Chief Election Officer and Janis Knaupp as Deputy Chief Election Officer for the 2022 general local election of the Regional Director for MVRD Electoral Area A.

2. That the MVRD Board appoint _____ as Chief Election Officer and _____ as Deputy Chief Election Officer for the 2022 general local election of the Regional Director for MVRD Electoral Area A.

FINANCIAL IMPLICATIONS

If the Board approves alternative one, there are no financial implications of these appointments. The positions of Chief Election Officer and a Deputy Chief Election Officer do not receive additional remuneration outside of corporate policies.

If the Board approves alternative two, there may be additional costs to the existing election budget if the appointed officers are not Metro Vancouver staff.

SUMMARY / CONCLUSION

The 2022 General Local Election for MVRD Electoral Area A will be held in October 2022. The *Local Government Act* requires the appointment of a Chief Election Officer and a Deputy Chief Election Officer for the purposes of conducting that election. It is recommended that the Board approve alternative one and appoint staff in Metro Vancouver's corporate office to the roles of Chief Election Officer and Deputy Chief Election Officer.

50045125

To: MVRD Board of Directors

From: Neal Carley, General Manager, Parks and Environment

Date: January 19, 2022 Meeting Date: January 28, 2022

Subject: **Metro Vancouver Flood Resiliency Task Force**

RECOMMENDATION

That the MVRD Board receive for information the report dated January 19, 2022, titled "Metro Vancouver Flood Resiliency Task Force".

EXECUTIVE SUMMARY

Metro Vancouver has created a new Flood Resiliency Task Force to provide advice and recommendations to the Metro Vancouver Board and to the Board members appointed to the Leadership Committee of the Lower Mainland Flood Management Strategy (LMFMS) on issues related to flood resiliency.

PURPOSE

The purpose of this report is to provide information on Metro Vancouver's new Flood Resiliency Task Force, created by Chair Dhaliwal, in response to the catastrophic flooding experienced by the lower mainland in November and December 2021.

BACKGROUND

In response to the extreme flooding that impacted Metro Vancouver and many parts of the province, Chair Dhaliwal recently struck a Metro Vancouver Flood Resiliency Task Force. The task force will provide advice and recommendations to the Metro Vancouver Board and to the Board members appointed to the Leadership Committee of the LMFMS on issues related to flood resiliency. The terms of reference for the Flood Resiliency Task Force are Attachment 1.

Metro Vancouver is one of many agencies from all orders of government involved in the development of the LMFMS. The task force will review and consider Metro Vancouver's regional priorities and issues for the LMFMS.

The task force will also consider options for Metro Vancouver to coordinate and collaborate with member jurisdictions, First Nations, Fraser Valley Regional District, and the provincial and federal governments, on plans, priorities and funding to enhance flood resiliency.

Lower Mainland Flood Management Strategy

The Fraser Basin Council is facilitating the development of the LMFMS to reduce flood risk and improve the flood resilience of communities along BC's lower Fraser River and south coast. The LMFMS is a collaborative initiative involving lower mainland organizations that have responsibilities or interests related to flood management and includes the Government of Canada, the Province of

British Columbia, municipal and regional governments, First Nations, and non-governmental and private sector entities in the lower mainland.

Chair Dhaliwal, Director Hocking and Director Hodge are appointed by the MVRD Board to serve on the LMFMS Leadership Committee to provide regional input and periodically report back to the MVRD Board.

Federal-Provincial Joint Committee
In response to the extreme flooding in November and December 2021, a joint federal-provincial committee was announced to address disaster response and climate resilience. The Union of British Columbia Municipalities (UBCM), in collaboration with the Federation of Canadian Municipalities (FCM), sent a letter (Attachment 2) to Prime Minister Trudeau and BC Premier Horgan requesting local government participation on the joint committee, as local governments have on the ground knowledge of the critical infrastructure, operations, emergency preparedness and impacts of flooding on our local communities.

ALTERNATIVES
This is an information report. No alternatives are presented.

FINANCIAL IMPLICATIONS
The creation of the Metro Vancouver Flood Resiliency Task Force will be accommodated within the existing Board approved 2022 budget.

CONCLUSION
Metro Vancouver has created a new Flood Resiliency Task Force to provide advice and recommendations to the Metro Vancouver Board and to the Board members appointed to the Leadership Committee of the LMFMS on issues related to flood resiliency.

Attachments
1. "Flood Resiliency Task Force – Terms of Reference", dated January 19, 2022.
2. Correspondence re Request for Local Government Representation in the Newly Formed Joint Committee on Disaster Response and Climate Resilience to Prime Minister Trudeau and Premier Horgan from UBCM, dated December 2, 2021.

References
1. Fraser Basin Council - Lower Mainland Flood Management Strategy

metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION

Flood Resiliency Task Force
Terms of Reference

The Flood Resiliency Task Force is the standing committee of the Metro Vancouver Board responsible for providing advice and recommendations to the Metro Vancouver Board on flood resiliency and related matters.

Task Force Responsibilities
The Task Force will provide advice and recommendations to the Metro Vancouver Board and to the Board members appointed to the Leadership Committee of the Lower Mainland Flood Management Strategy on issues related to flood resiliency. Key responsibilities for the Task Force include:

- Reviewing the Lower Mainland Flood Management Strategy;
- Reviewing the impacts on the region and Metro Vancouver Regional District members by the severe flooding in November and December of 2021;
- Identifying risks and gaps in the existing infrastructure to mitigate flooding;
- Identifying short term capital investment to repair damage to the infrastructure from recent floods;
- Identifying longer term capital investment to bring infrastructure to withstand predicted flooding due to climate change;
- Considering Metro Vancouver regional priorities and issues for the Lower Mainland Flood Management Strategy;
- Identifying roles and responsibilities of all orders of government to financing, developing and maintaining the infrastructure;
- Considering options to coordinate and collaborate with:
    a) Metro Vancouver Regional District members;
    b) Fraser Valley Regional District;
    c) First Nations;
    d) Provincial government; and
    e) Federal government; and
- Reporting back to the Metro Vancouver Board with advice and recommendations on flood resiliency and related matters.

Task Force Membership and Meetings
The Chair of the Metro Vancouver Board shall appoint the Chair and Vice Chair of the Task Force. Task Force members are appointed annually by the Metro Vancouver Board Chair. The Task Force will meet every two months, and holds special meetings as required. A quorum of 50% plus one of the Task Force membership is required to conduct Task Force business.

Task Force Management
The Task Force Chair, or in the absence of the Chair the Vice Chair, is the chief spokesperson on matters of public interest within the Task Force's purview. For high profile issues the role of spokesperson rests with the Metro Vancouver Board Chair or Vice Chair. On technical matters or in cases where an initiative is still at the staff proposal level, the Chief Administrative Officer or

designate is the appropriate spokesperson. Where necessary and practical, the Board Chair and Chief Administrative Officer will confer to determine the most appropriate representative to speak.

The Chief Administrative Officer assigns a Committee Manager for the Task Force. The Committee Manager is responsible for coordinating agendas and is the principal point of contact for Task Force members.

The Task Force may request the Committee Manager to:

- gather information and provide analysis of the Lower Mainland Flood Management Strategy, flood resiliency matters, or legislated responsibilities of the different levels of government;
- seek out and consider input from additional stakeholders deemed to have an interest in the flood resiliency; and
- seek advice and input from other Metro Vancouver Standing Committees and other committees, such as the Regional Administrators Advisory Committee, Regional Engineers Advisory Committee or Regional Planning Advisory Committee.

FCM FEDERATION OF CANADIAN MUNICIPALITIES FÉDÉRATION CANADIENNE DES MUNICIPALITÉS

UBCM The Voice of BC Local Government

December 2, 2021

Right Honourable Justin Trudeau
Office of the Prime Minister
80 Wellington Street
Ottawa, ON K1A 0A2

And Premier John Horgan
PO Box 9041 STN PROV GOVT
Victoria, BC V8W 9E1

Dear Prime Minister Trudeau and Premier Horgan;

We write to you on behalf of the Federation of Canadian Municipalities (FCM) and the Union of British Columbia Municipalities (UBCM) to request local government representation in the newly formed joint committee on disaster response and climate resilience.

British Columbia has experienced unprecedented natural disasters this year. The recent devastating atmospheric river rain events are just the latest in a series of climate related emergencies. Local governments are on the front lines of these emergencies and they have responded quickly and effectively. As the level of government closest to the people they are faced with the need for immediate response in the face of extremely challenging circumstances. And the post disaster response to repair communities and infrastructure will go on for years.

We were pleased to see your November 26th announcement of the creation of a joint committee to address disaster response and climate resilience. We understand this is a federal/provincial committee that will be co-chaired by Minister Blair and Minister Farnworth. We have requested a terms of reference for the committee and have been advised they are under development.

Given the impact of these events on communities, it will be critical for the success of the committee to include local government representation. Local governments have detailed knowledge of the critical infrastructure, operations, emergency preparedness and planning background that will be essential to the process of rebuilding and renewing.

UBCM would be pleased to assist in the identification of local government representatives to provide this critical local perspective on the joint committee, ensuring those identified support the mandate of the group once the terms of reference are finalized.

Thank-you for your consideration of our request.

President, UBCM
Laurey-Anne Roodenburg

Past President, FCM
Garth Frizzell

cc: Honourable Bill Blair
Honourable Mike Farnworth
Honourable Josie Osborne

To: Performance and Audit Committee

From: Joe Sass, Deputy Chief Financial Officer

Date: December 16, 2021 Meeting Date: January 13, 2022

Subject: **MFA Spring 2022 Borrowing for City of Langley – MVRD Security Issuing Bylaw No. 1338, 2021**

RECOMMENDATION

That the MVRD Board:

a) give consent to the request for financing from the City of Langley in the amount of $7,500,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021*; and forward it to the Inspector of Municipalities for Certificate of Approval.

EXECUTIVE SUMMARY

As set out in the *Community Charter*, the Metro Vancouver Regional District (MVRD) must adopt a security issuing bylaw in order to enable the City of Langley to proceed with their long term borrowing request of $7,500,000. This borrowing relates to the acquisition of strategic parcels of land. The City's total estimated annual debt servicing costs for existing and new proposed debt combined is approximately $599,170 which is roughly 4.6% of their liability servicing limit of $13,149,650 and 22.8% of the approval-free liability threshold. The City of Langley has met the regulatory requirements and has the legislative authority to undertake the planned borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1338, 2021* will authorize the City of Langley's borrowing request.

Staff recommends consenting to City of Langley's borrowing request and adopting the Security Issuing Bylaw as outlined in Alternative 1.

PURPOSE

To seek the adoption of a Security Issuing Bylaw to authorize a borrowing request from the City of Langley in the amount of $7,500,000 for the Spring 2022 MFA long term debt issue.

BACKGROUND

Metro Vancouver received a request from the City of Langley to borrow $7,500,000 to fund the acquisition of strategic parcels of land. This request has been approved by Langley's respective council by way of Loan Authorization Bylaw and Security Issuing Resolution as required under provincial legislation. This report is being brought forward to the MVRD Board to seek the adoption of *Metro Vancouver Security Issuing Bylaw No. 1338, 2021* which will authorize the borrowing request

from the City of Langley. The borrowing must be approved by the MVRD Board before the Security Issuing Bylaw can be issued and the request is forwarded to the MFA for consideration.

MUNICIPAL BORROWING REQUEST

Request Details

City of Langley adopted the Loan Authorization Bylaw as outlined in Table 1 below. Their Council subsequently passed the required Security Issuing Resolution on November 22, 2021 to proceed with the 2022 Spring Borrowing for the requested amount within the authorized and outstanding balance of the bylaw. This request is within the parameters set out in the City of Langley Financial Plan Bylaw.

Table 1

MVRD Bylaw	Member Bylaw	Date Bylaw Passed	Purpose	Borrowing Request	Term
1338, 2021	3145,2021	June 14, 2021	Acquisition of strategic parcels of land	$7,500,000	15 years

The member's loan authorization bylaw identified above has been reviewed by the Inspector of Municipalities and has received the necessary Certificate of Approval. The certificate is included in Attach 2 of this report.

Financial Analysis

Per the Liability Servicing Limit Certificate dated January 13, 2021, The City of Langley's estimated annual debt servicing costs for the proposed bylaw will be approximately $576,000. When combined with existing annual debt servicing costs, the total costs will be approximately $598,590 which is roughly 4.6% of their overall liability servicing limit ($13,149,650) and 22.8% of the approval-free liability threshold ($2,629,930). The overall limit represents the maximum amount, as prescribed by the Province, that the City of Langley can pay annually for servicing debt. An approval-free liability threshold represents the annual cost of servicing on the proposed liability that the City of Langley can incur without approval of the electors through assent voting or alternative approval process. The City of Langley's annual debt servicing costs are expected to be positioned will below both the approval-free and overall debt servicing limit.

All debt of the MVRD is a joint and several liability of its member municipalities.

Included as attachment are the following additional information provided by City of Langley to assist in considering this request:

- Copy of security issuing resolution
- Adopted Loan Authorization Bylaw along with Certificate of Approval
- Liability Servicing Limit Certificate
- the 2021 - 2025 Consolidated Financial Plan Summary
- the 2021 – 2025 Capital Improvement Plan Summary
- 2020 Audited Consolidated Financial Statements
- Schedule of Statutory and Non-Statutory Reserves as December 31 ,2020

There is no further borrowing anticipated at this time.

ALTERNATIVES

1. That the MVRD Board:
   a) give consent to the request for financing from the City of Langley in the amount of $7,500,000 pursuant to Sections 182(1)(b) and 182(2)(a) of the *Community Charter*;
   b) give first, second and third reading to *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021* being a bylaw to authorize the entering into an Agreement respecting financing between the Metro Vancouver Regional District and the Municipal Finance Authority of British Columbia;
   c) pass and finally adopt *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021*; and forward it to the Inspector of Municipalities for Certificate of Approval.

2. That the MVRD Board receive for information the report dated December 16, 2021, titled "MFA Spring 2022 Borrowing for City of Langley – MVRD Security Issuing Bylaw No. 1338, 2021".

FINANCIAL IMPLICATIONS

Although all member debt is a joint and shared liability of all member municipalities, there are no direct financial implications to Metro Vancouver with the adoption of the bylaw.

If the Board approves Alternative 1, the City of Langley will proceed to borrow $7,500,000 to fund their acquisition of strategic parcels of land.

If the Board approves Alternative 2, the City of Langley would be unable to borrow funds as required for the purpose intended and would need to look for other funding sources, potentially causing the City undue financial challenges.

CONCLUSION

The City of Langley has requested to borrow $7,500,000 to fund the purchase of strategic parcels of land. The City has met all regulatory requirements and has the legislative authority to undertake the borrowing. The proposed *Metro Vancouver District Security Issuing Bylaw No. 1338, 2021* will authorize the City of Langley's borrowing request which will be forwarded to MFA for consideration upon approval. Staff recommends consenting to the City's borrowing and adopting the Security Issuing Bylaw as outlined in Alternative 1.

Attachments

1. *Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021*
2. City of Langley - Additional Information

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METRO VANCOUVER REGIONAL DISTRICT
BYLAW NO. 1338, 2021

A Bylaw to Authorize the Entering into a Finance Agreement with the Municipal Finance Authority of British Columbia in the Amount of $7,500,000 (Canadian)

WHEREAS the Municipal Finance Authority of British Columbia (the "Authority") may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

WHEREAS the City of Langley is a member municipality of the Metro Vancouver Regional District (the "Regional District");

WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 410 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaw:

Member Loan Authorization Bylaw Number	**Purpose**	**Amount of Borrowing Authorized**	**Amount Already Borrowed**	**Borrowing Authority Remaining**	**Term of Issue**	**Amount of Issue**
3145, 2021	Acquisition of Strategic Properties	$7,500,000	$0	$7,500,000	15 years	$7,500,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

NOW THEREFORE the Metro Vancouver Regional District Board of Directors enacts as follows:

1. The Regional Board hereby consents to financing the debt of the City of Langley in the amount of seven million five hundred thousand dollars ($7,500,000) in accordance with the following terms.

2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the City of Langley up to, but not exceeding seven million and five hundred thousand dollars ($7,500,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in Canadian Dollar equivalents so borrowed shall not exceed $7,500,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.

3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.

4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the Local Government Act, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.

5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.

6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.

7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.

8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the City of Langley Loan Authorization Bylaw No. 3145, 2021 there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.

9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.

10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15 of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

The official citation of this bylaw is "Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021".

Read a first time this _____ day of _____, _____.

Read a second time this _____ day of _____, _____.

Read a third time this _____ day of _____, _____.

Approved by the Inspector of Municipalities this _____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

_____
Sav Dhaliwal, Chair

_____
Chris Plagnol, Corporate Officer

C A N A D A

PROVINCE OF BRITISH COLUMBIA

A G R E E M E N T

Metro Vancouver Regional District

The Metro Vancouver Regional District (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of seven million and five hundred thousand dollars ($7,500,000) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing below hereof commencing on the ___ day of _____, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at_____, British Columbia, this day of_____, 20___.

IN TESTIMONY WHEREOF and under the authority of Bylaw No. 1338, 2021 cited as "Metro Vancouver Regional District Security Issuing Bylaw No. 1338, 2021". This Agreement is sealed with the Corporate Seal of the Metro Vancouver Regional District and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

_____
Chair

_____
Treasurer

Pursuant to the *Local Government Act*, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____, 20___

(month, day)

_____

Inspector of Municipalities

PRINCIPAL AND/OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

Date of Payment	Principal and/or Sinking Fund Deposit	Interest	Total
	$	$	$
	$	$	$

CITY OF LANGLEY

Property Acquisition
Loan Authorization Bylaw 2021, No. 3145

A bylaw to authorize the borrowing up to $7.5 million, the estimated cost to make strategic land acquisitions.

WHEREAS it is deemed desirable and expedient to acquire strategic parcels of land;

AND WHEREAS the estimated cost of the properties to be acquired including expenses incidental thereto is $7.5 million of which the sum of $7.5 million is the amount of debt intended to be borrowed by this bylaw;

NOW THEREFORE, the Council of the City of Langley in open meeting assembled, enacts as follows:

1. The Council is hereby empowered and authorized to undertake and carry out or cause to be carried out the acquisition of strategic parcels of land ($7.5 million), generally in accordance with general plans on file in the municipal office and to do all things necessary in connection therewith and without limiting the generality of the foregoing:

    a) To borrow upon the credit of the Municipality a sum not exceeding $7.5 million.
    b) To acquire all such real property, easements, rights-of-way, licenses, rights or authorities as may be requisite or desirable for or in connection with the projects.

2. The maximum term for which debentures may be issued to secure the debt created by this bylaw is 15 years.

3. This bylaw may be cited as "Property Acquisition Loan Authorization Bylaw 2021, No. 3145".

I hereby certify this is a true copy of the original document Bylaw No. 3145.

Date: July 15, 2021

Paula Kusack, Deputy Corporate Officer

READ A FIRST, SECOND AND THIRD TIME this twenty-second day of February, 2021.

RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES this ninth day of April, 2021.

RECEIVED THE APPROVAL OF THE ELECTORS OF CITY OF LANGLEY this seventh day of June, 2021.

FINALLY ADOPTED this 14th day of June, 2021.

Val van den Broek

MAYOR

CORPORATE OFFICER

I hereby certify this is a true copy of the original document Bylaw No. 3145.

Date: July 15, 2021

Paula Kusack, Deputy Corporate Officer

BRITISH COLUMBIA

Certificate of Approval

Under the authority of the *Local Government Act*, I certify that Bylaw No. 3145, cited as the "Property Acquisition Loan Authorization Bylaw 2021, No. 3145" of the City of Langley has been lawfully and validly made and enacted, and that its validity is not open to question on any ground in any court of British Columbia.

Dated this 29th *day*

Of July *, 2021*

Deputy Inspector of Municipalities of British Columbia

CITY OF LANGLEY

CITY OF LANGLEY

CERTIFIED RESOLUTION

This is to certify that Langley City Council adopted the following resolution in relation to the Municipal Security Issuing Resolution at its November 22, 2021 Regular Council Meeting:

Certified Resolution:

THAT City Council approve borrowing from the Municipal Finance Authority of British Columbia, as part of the 2022 Spring Borrowing Session, $7.5 million as authorized through the Property Acquisition Loan Authorization Bylaw 2021, No. 3145 and that the Metro Vancouver Regional District be requested to consent to our borrowing over a 15 year term and include the borrowing in their Security Issuing Bylaw.

Paula Kusack
Deputy Corporate Officer, City of Langley

Dated: November 24, 2021

Langley City
THE PLACE TO BE

LIABILITY SERVICING LIMIT CERTIFICATE

The *City of Langley* **(the "Municipality")**
In relation to *Property Acquisition Loan Authorization Bylaw 2021, No. 3145*

The undersigned Financial Officer assigned responsibility for financial administration under section 149 of the Community Charter, SBC 2003, Chapter 26 (the "Charter") or Auditor appointed for the Municipality under section 169 of the Charter hereby certifies as follows:

Calculation revenue for the previous year *(section 4 & 5, BC Reg 254/2004)*		$52,598,600.00 a	
Liability Servicing Limit (a x 25%) *(section 2, BC Reg 254/2004)*			$13,149,650.00 b
Annual Servicing cost for previous year		$22,590.00 c	

Plus: New liabilities incurred, other than current request

Liability Type and reference	Annual servicing cost		
		d	
		e	
		f	
		g	
		h	
		i	
		j	
		k	
		l	
Total of lines d through l		$0.00 m	

Less: Liabilities which have matured

Liability type and reference	Annual servicing cost		
		n	
		o	
		p	
		q	
		r	
Total of lines n through r		$0.00 s	
Amount of new liability *(section 3, BC Reg 254/2004)*	$7,500,000.00 t		
Annual servicing cost of new liability *(section 3, BC Reg 254/2004)*		$576,580.00 u	
Total liability servicing cost including current request (lines c+m-s+u)			$599,170.00 v

[X] which is less than the annual liability servicing limit stated on line b.

OR

[ ] which exceeds the annual liability servicing limit stated on line b, and the undersigned hereby requests approval of the Inspector of Municipalities under section 174 of the Charter to exceed the limit established under the section.

In accordance with section 179(5) or section 175(1)(b) of the Charter, as applicable, the debt to be contracted under the loan authorization bylaw, or other liability for which certification is being made, referred to above will not exceed the lesser of 30 years and the reasonable life expectancy of the capital asset, activity, work or service, or the remaining term of the applicable agreement, as the case may be, for which the debt is to be contracted.

The undersigned Financial Officer or Auditor also hereby authorizes Legal Counsel of the Municipal Finance Authority of British Columbia to rely on this Certificate in giving any opinion in connection with any borrowing by the Municipal Finance Authority of British Columbia ("MFA") and the issuance of bonds, debentures, and other securities by the MFA in respect of the loan authorization bylaw, or other liability for which certification is being made, referred to above.

DATED this 13 day of January, 2021.

Financial Officer
Darrin Leite, CPA, CA
Director of Corporate Services

OR

Auditor

CITY OF LANGLEY

2021 – 2025 FINANCIAL PLAN

BYLAW NO. 3151

A Bylaw to adopt the Financial Plan for 2021 - 2025.

WHEREAS Section 165 Community Charter provides that a Council must have a Financial Plan that is adopted annually, by bylaw, before the annual property tax bylaw is adopted;

AND WHEREAS the City has undertaken a process of public consultation prior to the adoption of the Financial Plan;

NOW THEREFORE, the Council of the City of Langley, in open meeting assembled, enacts as follows:

1) Schedule "A", attached hereto and made part of the Bylaw, is adopted as the Financial Plan of the City of Langley for the period 2021 - 2025.

2) Schedule "B", attached hereto and made part of the Bylaw, is adopted as the Capital Improvement Plan of the City of Langley for the period 2021 – 2030.

3) Schedule "C", attached hereto and made part of the Bylaw, is adopted as the "Financial Plan Objectives and Policies" of the City of Langley for the period 2021 – 2025.

3) This Bylaw may be cited for all purposes as the "Financial Plan 2021 – 2025 Bylaw, 2021, No. 3151."

READ A FIRST AND SECOND TIME this twenty fifth day of January, 2021.

ADVERTISEMENTS WERE PLACED in the Langley Advance Times this twenty-eighth day of January, 2021 and this fourth day of February, 2021.

AN OPPORTUNITY FOR PUBLIC COMMENT this eighth day of February 2021.

READ A THIRD TIME this eighth day of February 2021.

FINALLY ADOPTED this twenty-second day of February, 2021.

Val van den Broek

MAYOR

CORPORATE OFFICER

Schedule "A"

CONSOLIDATED FINANCIAL PLAN SUMMARY

	2019 Actual	2020 Budget	2020 YTD	2021 Budget	2022 Budget	2023 Budget	2024 Budget	2025 Budget
Consolidated Revenues								
Property Value Taxes	$ 29,026,233	$ 29,854,230	$ 29,790,916	$ 31,435,365	$ 32,352,020	$ 33,366,670	$ 34,398,380	$ 35,447,460
Fees and Charges	11,911,543	12,301,835	11,902,594	12,475,830	12,872,010	13,309,530	13,941,180	14,673,720
Revenue Other Services	12,645,318	11,061,640	4,655,843	4,438,760	8,684,010	8,715,610	8,747,420	8,759,470
	53,583,094	53,217,705	46,349,353	48,349,955	53,908,040	55,391,810	57,086,980	58,880,650
ConsolidatedExpenditures								
General Government Services	4,722,768	5,023,585	4,714,089	5,153,120	5,188,030	5,280,300	5,374,460	5,470,540
Policing Service	12,027,969	12,833,470	7,017,274	13,530,225	13,815,260	14,159,380	14,512,090	14,873,560
Fire Rescue Service	4,601,718	5,375,530	4,729,362	5,419,300	5,512,600	5,633,030	5,756,480	5,882,960
Other Protective Services	805,176	878,285	697,583	881,435	912,250	929,860	947,810	966,130
Engineering and Operations	3,230,663	3,242,115	3,009,287	3,232,620	3,279,340	3,327,000	3,375,590	3,425,110
Development Services	1,322,000	1,376,745	1,042,010	1,343,150	1,384,920	1,427,130	1,469,780	1,492,920
Solid Waste	683,060	709,610	637,018	715,160	736,470	762,430	788,900	815,860
Recreation	4,137,361	4,450,485	3,489,696	4,496,160	4,581,050	4,661,550	4,744,120	4,828,750
Parks	2,027,621	2,268,805	2,176,231	2,316,760	2,349,710	2,383,350	2,417,630	2,452,610
Sewer & Drainage	2,984,235	3,123,675	3,079,428	3,083,180	3,218,350	3,361,230	3,512,220	3,671,830
Water	3,473,485	3,769,660	3,493,777	3,832,430	3,925,660	4,042,150	4,343,500	4,735,980
Interest	54,863	55,200	22,973	9,000	9,000	9,000	9,000	9,000
Amortization	5,959,166	5,700,000	-	6,000,000	6,100,000	6,200,000	6,300,000	6,400,000
	46,030,085	48,807,165	34,108,728	50,012,540	51,012,640	52,176,410	53,551,580	55,025,250
Excess of revenue over expenditures	**7,553,009**	**4,410,540**	**12,240,625**	**(1,662,585)**	**2,895,400**	**3,215,400**	**3,535,400**	**3,855,400**
Add:								
Transfer from Reserve Accounts	654,433	927,565	-	135,000	927,565	927,565	927,565	927,565
Transfer from Statutory Reserves	-	-	-	-	-	-	-	-
Transfer from General Surplus	-	-	-	40,000	-	-	-	-
Transfer from Equity	5,959,166	5,700,000	-	6,000,000	6,100,000	6,200,000	6,300,000	6,400,000
	6,613,599	6,627,565	-	6,175,000	7,027,565	7,127,565	7,227,565	7,327,565
Deduct:								
Debt Servicing	-	-	-	576,580	576,580	576,580	576,580	576,580
Transfer to Reserve Accounts	11,970,125	9,343,135	2,926,173	2,240,865	7,360,865	7,480,865	7,600,865	7,720,865
Transfer to Statutory Reserves	2,176,107	1,694,970	1,701,955	1,694,970	1,985,520	2,285,520	2,585,520	2,885,520
	14,146,232	11,038,105	4,628,128	4,512,415	9,922,965	10,342,965	10,762,965	11,182,965
Surplus (Deficit)	**$ 20,376**	**$ -**	**$ 7,612,497**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**

Schedule "B"

CAPITAL IMPROVEMENT PLAN - SUMMARY

Capital Projects	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
General Government	7,677,500	107,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500
Protective Services	985,140	1,621,440	231,440	2,696,440	206,440	50,000	50,000	50,000	50,000	50,000
Engineering Operations	2,885,905	2,053,200	10,338,327	928,200	2,061,200	12,578,200	576,200	1,124,200	11,556,430	25,725,140
Development Services	-	-	40,000	-	-	-	-	-	-	-
Parks & Recreation	3,385,000	565,000	1,190,000	830,000	700,000	795,000	1,240,000	790,000	190,000	10,840,000
Sewer Utility	2,161,000	955,000	4,536,475	2,050,000	2,740,155	602,515	1,105,355	100,000	2,600,000	3,477,325
Water Utility	1,724,000	1,875,000	3,236,280	1,140,000	1,425,000	1,630,290	1,616,025	668,705	4,062,580	1,298,065
Total Projects	18,818,545	7,177,140	19,620,022	7,692,140	7,180,295	15,703,505	4,635,080	2,780,405	18,506,510	41,438,030
Available funding										
Capital Works Reserve	595,070	899,900	52,692	427,621	111,623	3,311,755	81,963	61,550	172,092	411,735
Casino Revenues	3,001,980	1,707,435	5,717,435	4,517,435	3,639,005	10,549,145	1,821,290	1,278,977	9,760,038	24,696,300
Community Amenity Funds	866,600	-	-	300,000	300,000	-	-	-	-	-
Community Works (Gas Tax)	138,000	133,800	133,800	133,800	133,800	133,800	133,800	133,800	133,800	133,800
DCC's	884,670	709,090	1,585,240	528,415	2,188,768	249,975	1,075,658	879,118	2,445,100	12,414,383
Fire Department Equipment	55,000	360,000	-	-	-	-	-	-	-	-
Future Police Cost Reserve	49,140	181,440	181,440	181,440	181,440	35,000	35,000	35,000	35,000	35,000
Grants	3,030,085	750,000	9,548,040	-	-	-	-	-	-	500,000
Machinery Replacement	105,000	240,000	195,000	155,000	190,000	180,000	180,000	180,000	180,000	180,000
Municipal Road Network Reserve	720,000	-	1,000,000	-	-	353,500	-	-	-	1,600,000
Office Equipment	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500	47,500
Parks & Recreation	150,200	14,225	332,150	217,900	34,275	279,275	309,400	133,400	70,400	176,700
Sewer Future Capital	1,129,300	458,750	690,480	565,750	201,925	353,265	267,299	25,752	2,600,000	544,547
Special Bond Reserve	11,790	-	-	-	-	-	-	-	-	-
Water Future Capital	534,210	1,675,000	136,245	617,280	151,960	210,290	683,170	5,308	3,062,580	698,065
Total Funding	11,318,545	7,177,140	19,620,022	7,692,140	7,180,295	15,703,505	4,635,080	2,780,405	18,506,510	41,438,030
Project Specific Borrowing	7,500,000	-	-	-	-	-		-	-	-
Debt Require to Fund Projects	7,500,000	-	-	-	-	-	-	-	-	-

CITY OF LANGLEY

FINANCIAL PLAN 2021 – 2025

BYLAW NO. 3151
Schedule 'C'
Financial Plan Objectives and Policies

In accordance with Section 165(3.1) of the Community Charter, the City of Langley is required to include in the Five Year Financial Plan, objectives and policies regarding each of the following:

1. The proportion of total revenue that comes from each of the funding sources described in Section 165(7) of the Community Charter,
2. The distribution of property taxes among the property classes, and
3. The use of permissive tax exemptions

1) Funding Sources

The following table shows the proportion of total revenue to be raised from each funding source in 2021.

Revenue Source	% of Total Revenues	Dollar Value
Property tax revenue	65.02%	$31,435,365
Grants in lieu of taxes	1.20%	581,285
User fees & other revenue	27.14%	13,121,690
Gaming proceeds	0.00%	0
Government transfers	5.45%	2,637,615
Investment earnings	1.19%	574,000
Total	**100%**	**$48,349,955**

Property taxes form the greatest proportion of revenues. As a revenue source, property taxation is efficient to administer and understandable for the residents. It is a stable and reliable source of revenue to fund core services like general administration, police services, fire services, bylaw enforcement, and street lighting which would be difficult to fund on a user pay basis. Properties held by government organization which are exempt from taxation grant the City funds in lieu of property taxation.

User fees & other revenue form the second largest portion of the revenues. Water and sewer usage are billed based on the water meter consumption. Building permit, business licenses and sale of services are also on a user pay basis which attempts to apportion the value of the services provided to those who use the service.

Casino proceeds are used primarily to fund capital infrastructure renewal. In 2021, due to the current COVID-19 pandemic, and related closure of the casino, gaming funds have not been included in the current year.

Objective
To maintain the property value tax proportion to the same proportion that it is currently.

Policies
The City will review all user fee levels to ensure they are adequately meeting both the capital and delivery costs of the services.

2) Distribution of Property Tax Rates
The following table outlines the distribution of property taxes among the property tax classes.

Property Class	% of Total Property Taxation	Dollar Value
Residential (1)	50.4%	$15,828,543
Utilities (2)	0.6%	203,296
Light Industrial (5)	6.0%	1,891,407
Business & Other (6)	42.7%	13,431,203
Recreation / Non Profit (8)	0.3%	80,886
Farmland (9)	0.0%	30
Total	**100.00%**	**$31,435,365**

The residential property tax class provides the largest proportion of property tax revenue which is consistent with most other jurisdictions.

Objective
To maintain the 1:3 ratio between the residential and business class properties. The taxable assessed values of business properties increased disproportionately compared to residential properties, this required a deviation from previous ratio in order to not over burden business and light industrial property owners. The ratio in 2021 will be 1:2.54 between the residential and business class and 1:2.28 between the residential and light industrial class.

Policies
Continue where possible to supplement the revenues from user fees and charges to help offset the burden on the entire property tax base. Maintain the ratio of the residential to business class close to the average ratio in Metro Vancouver.

3) Permissive Tax Exemption

The City has an existing permissive tax exemption policy which guides the administration and approval of permissive tax exemptions every year.

Objective

The City will continue to support those organizations that have received a permissive tax exemption in the past and review new applications as they arise.

Policies

The City adopted a new permissive tax exemption bylaw in the Fall of 2020. The City also adopted a revitalization tax exemption to support the efforts identified in the Downtown Master Plan.

Consolidated Financial Statements
of
CITY OF LANGLEY

Year ended December 31, 2020

CITY OF LANGLEY
Consolidated Financial Statements
Year ended December 31, 2020

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MANAGEMENT'S RESPONSIBILITY

The management of the City of Langley (the "City") is responsible for the preparation of the accompanying consolidated financial statements and the preparation and presentation of all information in the Financial Report. The consolidated financial statements have been prepared in accordance with Canadian public sector accounting standards and are considered by management to present fairly the financial position and operating results of the City. The City's accounting procedures and related systems of internal control are designed to provide reasonable assurance that its assets are safeguarded and its financial records are reliable.

City Council accepts the consolidated financial statements and meets with management to determine that management has fulfilled its obligation in the preparation of the consolidated financial statements.

The City's independent auditor, BDO Canada LLP, has examined the consolidated financial statements and their report outlines the scope of their examination and their opinion on the consolidated financial statements of the City of Langley.

Darrin Leite, CPA, CA
Director of Corporate Services

BDO

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Independent Auditor's Report

To the Mayor and Council of the City of Langley

Opinion

We have audited the consolidated financial statements of the City of Langley and its controlled entities (the "Consolidated Entity"), which comprise the Consolidated Statement of Financial Position as at December 31, 2020 and the Consolidated Statement of Operations, Consolidated Changes in Net Financial Assets, and the Consolidated Cash Flows for the year then ended, and notes to the consolidated financial statements, including a summary of significant accounting policies.

In our opinion, the accompanying consolidated financial statements present fairly, in all material respects, the consolidated financial position of the Consolidated Entity as at December 31, 2020 and its consolidated results of operations, its consolidated changes in net financial assets, and consolidated cash flows for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Consolidated Financial Statements section of this report. We are independent of the Consolidated Entity in accordance with the ethical requirements that are relevant to our audit of the consolidated financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

Unaudited Information

We have not audited, reviewed, or otherwise attempted to verify the accuracy or completeness of the Schedule 5 of the City's consolidated financial statements.

Other Information

Management is responsible for the other information. The other information comprises the information included in the Annual Report, but does not include the consolidated financial statements and our auditor's report thereon.

Our opinion on the consolidated financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

BDO Canada LLP, a Canadian limited liability partnership, is a member of BDO International Limited, a UK company limited by guarantee, and forms part of the international BDO network of independent member firms.

In connection with our audit of the consolidated financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the consolidated financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed on this other information, we conclude that there is a material misstatement of this other information, we are required to report that fact in this auditor's report. We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Consolidated Financial Statements

Management is responsible for the preparation and fair presentation of the consolidated financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of consolidated financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the consolidated financial statements, management is responsible for assessing the Consolidated Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Consolidated Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Consolidated Entity's financial reporting process.

Auditor's Responsibilities for the Audit of the Consolidated Financial Statements

Our objectives are to obtain reasonable assurance about whether the consolidated financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these consolidated financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- Identify and assess the risks of material misstatement of the consolidated financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Consolidated Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.

- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Consolidated Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the consolidated financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Consolidated Entity to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the consolidated financial statements, including the disclosures, and whether the consolidated financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Consolidated Entity to express an opinion on the consolidated financial statements. We are responsible for the direction, supervision and performance of the group audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

BDO Canada LLP

Chartered Professional Accountants

Vancouver, British Columbia
May 11, 2021

CITY OF LANGLEY

Consolidated Statement of Financial Position
at December 31, 2020 with comparative figures for 2019

	2020	2019
Financial Assets		
Cash & cash equivalents (Note 2)	$ 38,242,672	$ 42,873,431
Accounts receivable		
Taxes and utilities receivable	4,695,714	4,347,989
Receivables from other governments	1,466,584	2,439,712
Other receivables	2,716,350	2,157,382
Portfolio investments (Note 2)	52,000,000	32,101,800
	99,121,320	83,920,314
Liabilities		
Prepaid property taxes	4,172,830	4,664,303
Employee future benefits (Note 3)	377,026	363,046
Accounts payable and accrued liabilities		
Payables to other governments (Note 4)	13,832,165	6,949,490
Other payables	3,549,900	3,292,756
Deferred revenue	2,745,528	2,130,958
Deferred development cost charges (Note 5)	25,801,520	20,901,408
	50,478,969	38,301,961
Net Financial Assets	48,642,351	45,618,353
Non-Financial Assets		
Prepaid expenses	241,299	159,777
Supplies inventory	179,733	151,058
Tangible capital assets (Schedule 4)	264,913,669	260,169,178
	265,334,701	260,480,013
Accumulated Surplus (Note 6)	$ 313,977,052	$ 306,098,366

See accompanying notes to consolidated financial statements.

Darrin Leite, CPA, CA
Director of Corporate Services

Val van den Broek
Mayor

CITY OF LANGLEY

Consolidated Statement of Operations

Year ended December 31, 2020 with comparative figures for 2019

	2020 Financial Plan	2020	2019
	(Note 13)		
Revenues (Schedules 2 & 3)			
Property tax revenue (Note 7)	$ 31,840,560	$ 30,368,697	$ 29,601,511
User fees and other revenue	12,770,840	14,208,891	13,410,968
Gaming proceeds	7,200,000	1,533,582	7,490,986
Government transfers (Note 8)	2,610,470	6,166,516	2,205,532
Investment earnings	742,500	1,280,883	1,596,503
DCC revenue recognized (Note 5)	1,372,890	912,211	1,043,567
Loss on disposal of tangible capital assets	-	(126,378)	(31,860)
Contributed tangible capital assets	-	2,090,095	1,341,637
	56,537,260	56,434,497	56,658,844
Expenses (Schedules 2 & 3)			
General government services	6,257,420	5,407,905	5,509,973
Police service	12,987,650	13,006,829	12,107,298
Fire service	5,675,060	5,192,210	4,907,545
Other protective services	878,285	789,379	805,174
Engineering operations	7,600,815	6,185,837	6,135,382
Water utility	4,819,020	4,330,410	4,116,255
Sewer and drainage utility	4,344,965	4,368,535	3,645,034
Development services	1,445,095	1,218,374	1,579,381
Solid waste	709,610	688,451	683,060
Recreation services	5,257,585	4,584,943	5,056,626
Parks	2,949,985	2,782,938	2,806,998
	52,925,490	48,555,811	47,352,726
Annual Surplus	3,611,770	7,878,686	9,306,118
Accumulated Surplus - beginning of year	306,098,366	306,098,366	296,792,248
Accumulated Surplus - end of year (Note 6)	$ 309,710,136	$ 313,977,052	$ 306,098,366

See accompanying notes to consolidated financial statements.

CITY OF LANGLEY

Consolidated Statement of Change in Net Financial Assets
Year ended December 31, 2020 with comparative figures for 2019

	2020 Financial Plan	2020	2019
	(Note 13)		
Annual Surplus	$ 3,611,770	$ 7,878,686	$ 9,306,118
Change in Capital Assets			
Acquisition of tangible capital assets	(15,685,830)	(8,816,837)	(6,883,395)
Contributed tangible capital assets	-	(2,090,095)	(1,341,637)
Amortization	5,700,000	5,967,313	5,959,166
Proceeds from sale of tangible capital assets	-	68,750	7,350
Loss on disposal of tangible capital assets	-	126,378	31,860
	(9,985,830)	(4,744,491)	(2,226,656)
Change in Other Non Financial assets			
Increase in prepaid expenses	-	(81,522)	(52,145)
Increase in supplies inventory	-	(28,675)	(28,185)
	-	(110,197)	(80,330)
Increase (Decrease) in Financial Assets	(6,374,060)	3,023,998	6,999,132
Net Financial Assets - beginning of year	45,618,353	45,618,353	38,619,221
Net Financial Assets - end of year	$ 39,244,293	$ 48,642,351	$ 45,618,353

See accompanying notes to consolidated financial statements.

CITY OF LANGLEY

Consolidated Statement of Cash Flows

Year ended December 31, 2020 with comparative figures for 2019

	2020	2019
Cash Provided By (Used For)		
Operating Transactions		
Annual surplus	$ 7,878,686	$ 9,306,118
Items not involving cash:		
DCC revenue recognized	(912,211)	(1,043,567)
Amortization	5,967,313	5,959,166
Amortization of investment premiums and discounts	-	(1,540)
Contributed tangible capital assets	(2,090,095)	(1,341,637)
Loss on disposal of tangible capital assets	126,378	31,860
Changes in non-cash working capital:		
Accounts receivable	66,435	(134,119)
Prepaid property taxes	(491,473)	340,706
Accounts payable and accrued liabilities	7,153,799	(604,498)
Prepaid expenses	(81,522)	(52,145)
Supplies inventory	(28,675)	(28,185)
Deferred revenue	614,570	794,058
	18,203,205	13,226,217
Capital Transactions		
Cash used to acquire tangible capital assets	(8,816,837)	(6,883,395)
Proceeds from sale of tangible capital assets	68,750	7,350
	(8,748,087)	(6,876,045)
Financing Transactions		
Receipt of deferred development cost charges and interest earned	5,812,323	4,365,973
Investing Transactions		
Purchase of investments	(52,000,000)	(32,101,800)
Redemption of investments	32,101,800	42,100,000
	(19,898,200)	9,998,200
Increase (Decrease) in Cash and Cash Equivalents	(4,630,759)	20,714,345
Cash and Cash Equivalents - beginning of year	42,873,431	22,159,086
Cash and Cash Equivalents - end of year	$ 38,242,672	$ 42,873,431

See accompanying notes to consolidated financial statements.

1. Significant accounting policies:

The City of Langley (the "City") is a municipality in the province of British Columbia and operates under the provisions of the Community Charter. The City provides municipal services such as policing, fire protection, public works, planning, parks, recreation and other general government services.

(A) Reporting Entity and Basis of Consolidation:

These financial statements have been prepared in accordance with Canadian public sector accounting standards using guidelines developed by the Public Sector Accounting Board ("PSAB") of the Chartered Professional Accountants of Canada. They consolidate the activities of all the funds of the City and the City's inactive wholly-owned subsidiary Langley City Development Corporation.

(B) Basis of Accounting:

The City follows the accrual method of accounting for revenues and expenses. Revenues are normally recognized in the year in which they are earned and measurable. Expenses are recognized as they are incurred and measurable as a result of receipt of goods or services and/or the creation of a legal obligation to pay.

(C) Non Financial Assets:

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year, and are not intended for sale in the ordinary course of operations.

(D) Tangible Capital Assets:

Tangible capital assets are recorded at cost less accumulated amortization. Cost includes all costs directly attributable to acquisition or construction of the tangible capital asset including transportation and installation costs, design and engineering fees, legal fees and site preparation costs. Amortization is recorded on a straight-line basis over the estimated life of the tangible capital asset, commencing once the asset is put into use. Assets under construction are not amortized. Contributed tangible capital assets are recorded at the estimated fair value at the time of contribution and are also recorded as revenue.

Estimated useful lives of tangible capital assets are as follows:

Land Improvements	5 to 30 years
Buildings	10 to 50 years
Vehicles	7 to 20 years
Furniture & Equipment	3 to 20 years
Transportation Infrastructure	10 to 100 years
Sewer & Drainage Infrastructure	10 to 80 years
Water Infrastructure	12 to 80 years

(E) Revenue Recognition:

Property tax revenue

Taxes are recorded at estimated amounts when they meet the definition of an asset, have been authorized and the taxable event occurs. Annual levies for non-optional municipal services and general administrative services are recorded as property tax revenue in the year they are levied. Taxes receivable are recognized net of an allowance for anticipated uncollectable amounts. Levies imposed by other taxing authorities are not included as property tax revenue.

Through the British Columbia Assessment's appeal process, taxes may be adjusted by way of supplementary roll adjustments. The effects of these adjustments on taxes are recognized at the time they are awarded.

User fees and other revenue

Charges for licences and permits, solid waste fees, and sewer and water usage are recorded as user fees and other revenue as services are utilized and revenue is earned.

(E) Revenue Recognition (Continued):

Gaming proceeds

Gaming proceeds, a specific type of government transfer, are recognized in the period in which they are earned.

Government transfers

Government transfers, which include legislative grants, are recognized as revenue in the financial statements when the transfer is authorized and any eligibility criteria are met, except to the extent that transfer stipulations give rise to an obligation that meets the definition of a liability. Transfers are recognized as deferred revenue when transfer stipulations give rise to a liability. Transfer revenue is recognized in the statement of operations as the stipulation liabilities are settled.

Collection of taxes on behalf of other taxing authorities

The City collects taxation revenue on behalf of other entities. Such levies, other revenues, expenses, assets and liabilities with respect to the operations of the entities are not reflected in these financial statements.

Investment earnings

Investment income is recorded on the accrual basis and recognized when earned.

Development cost charges

Developers are required to pay funds to offset the cost of required infrastructure development. The amounts are recognized as a liability and acccrue interest until spent on the required infrastructure. When qualifying expenditures are incurred, Development cost charges are recognized as revenue as an offsetting funding source.

Contributed tangible capital assets

Developers are required to provide subdivision infrastructure such as streets, lighting, sidewalks, and drainage etc. Upon completion, these assets are turned over to the City and recognized at the estimated fair market value.

(F) Use of Estimates/Measurement Uncertainty:

The preparation of financial statements in accordance with Canadian public sector accounting standards requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenditures during the reporting period. Significant areas requiring use of management estimates relate to the determination of employee future benefit liabilities, provisions for litigation and claims, collectibility of accounts receivable and the useful lives of tangible capital assets. Actual results could differ from those estimates.

(G) Basis of Segmentation (Schedule 2 & 3):

Municipal services have been segmented by grouping services that have similar objectives (by function). Revenues that are directly related to the costs of the function have been attributed to each segment.

(H) Contaminated Sites:

Governments are required to accrue a liability for the costs to remediate a contaminated site. Liabilities are recognized when an environmental standard exists, contamination exceeds the standard, the government has responsibility for remediation, future economic benefits will be given up and a reasonable estimate can be made.

Management has assessed its potential liabilities under the new standard, including sites that are no longer in productive use and sites for which the City accepts responsibility. There are no such sites that had contamination in excess of an environmental standard requiring remediation at this time. Therefore, no liability was recognized as at December 31, 2020 or December 31, 2019.

2. Cash, cash equivalents and portfolio investments:

	2020	2019
Cash and cash equivalents	$ 38,242,672	$ 42,873,431
Portfolio investments	52,000,000	32,101,800
	$ 90,242,672	$ 74,975,231
Amounts are held or restricted for the following purposes:		
Deferred development cost charges	$ 24,071,236	$ 19,826,761
Statutory reserves	14,891,748	10,039,764
Non-statutory reserves	30,213,266	31,942,541
Operating funds and working capital	21,066,422	13,166,165
	$ 90,242,672	$ 74,975,231

Cash and cash equivalents includes funds held in bank accounts at BMO Bank of Montreal earning interest of prime rate less 1.45% (2019 - prime rate less 1.65%).

Portfolio investments, which include term deposits, have effective interest rates between 1.30% and 2.65% (2019 - 1.80% and 3.10%) with varying maturity dates up to 12 months. Portfolio investments are recorded at amortized cost. The market value of the investments as at December 31, 2020 was $52,000,000 (2019 - $32,101,800). Investments are written down to net realizable value when there has been a decline other than a temporary one.

3. Employee future benefits:

The City provides employee future benefits in the form of non-vested sick leave to qualifying employees. These benefits are accrued as earned and paid when taken by employees.

Employee sick leave is credited annually at 18 days per full year of service. Unused days are banked to a maximum of 120 days. The City does not pay out the value of the cumulative sick plan bank at retirement or termination of employment; however, the City could experience usage of these banks in periods leading up to retirement, resulting in a non-vested liability.

An actuarial evaluation of these benefits was performed to determine the City's estimated liability and accrued benefit obligation as at December 31, 2019 which was then extrapolated to December 31, 2020. The valuation resulted in an unamortized actuarial loss as of December 31, 2020 of $84,074 (2019 - $94,454). Actuarial losses are amortized over the estimated average remaining service life of employees. The next valuation will be as at December 31, 2023.

The employee future benefit liability at December 31, 2020 was $377,026 (2019 - $363,046), comprised as follows:

	2020	2019
Benefit liability - beginning of year	$ 363,046	$ 347,452
Current service cost	41,500	36,225
Interest cost	12,800	13,217
Benefits paid	(50,700)	(44,228)
Amortization of actuarial loss	10,380	10,380
Benefit liability - end of year	$ 377,026	$ 363,046
Accrued benefit obligation - end of year	$ 461,100	$ 457,500
Unamortized actuarial loss	(84,074)	(94,454)
Benefit liability - end of year	$ 377,026	$ 363,046

Actuarial assumptions used to determine the City's accrued benefit obligation are as follows:

	2020	2019
Discount rate	2.70%	2.70%
Expected future inflation rate	2.50%	2.50%
Merit and inflationary earnings increases	2.58-4.63%	2.58-4.63%
Estimated average remaining service life	10.1	10.1

4. Payables to other governments:

In order to to assist with potential cash flow requirements caused by the COVID-19 pandemic, the Province of BC allowed the City to hold onto the School Property Tax collected until January 2021. This deferred payment created a large one time increase of $5,773,809 in payables to other governments.

5. Deferred development cost charges:

	Balance at Dec. 31, 2019	Contributions Received	Interest Earned	Use of Development Cost Charges	Balance at Dec. 31, 2020
Drainage	$ 3,943,002	$ 613,875	$ 73,381	$ -	$ 4,630,258
Public Open Spaces	4,204,195	283,049	73,640	(358,803)	4,202,081
Roads	5,860,129	2,184,145	116,920	(402,800)	7,758,394
Sewer	5,080,484	1,803,752	101,457	(150,608)	6,835,085
Water	1,813,598	526,688	35,416	-	2,375,702
	$20,901,408	$ 5,411,509	$ 400,814	$ (912,211)	$ 25,801,520

6. Accumulated surplus:

Accumulated surplus is distributed as follows:

	2020	2019
Operating surplus		
General	$ 1,389,417	$ 1,384,614
Sewer & Drainage	1,153,473	1,151,222
Water	1,415,479	1,411,047
	3,958,369	3,946,883
Equity in tangible capital assets		
General	208,353,111	205,236,567
Sewer & Drainage	32,837,268	31,522,691
Water	23,723,290	23,409,920
	264,913,669	260,169,178
Reserves (Schedule 1)		
Statutory reserves	14,891,748	10,039,764
Non-statutory reserves	30,213,266	31,942,541
	45,105,014	41,982,305
	$ 313,977,052	$ 306,098,366

7. Property tax revenue:

In addition to its own tax levies, the City is required to levy taxes on behalf of various other taxing authorities. These include the provincial government for local school taxes, and organizations providing regional services in which the Municipality has become a member. Total tax levies were comprised as follows:

	2020 Financial Plan	2020	2019
City property taxes	$ 31,267,750	$ 29,790,916	$ 29,026,233
Grants in lieu of taxes	572,810	577,781	575,278
	31,840,560	30,368,697	29,601,511
Levies for other organizations			
School taxes		10,607,661	15,264,836
TransLink		3,551,844	3,161,991
British Columbia Assessment Authority		518,293	467,974
Metro Vancouver		619,484	461,938
Downtown Langley Merchants Assoc.		497,976	465,398
Municipal Finance Authority		2,429	2,311
Total collections for others		15,797,687	19,824,448
		$ 46,166,384	$ 49,425,959

8. Government transfers:

	2020 Financial Plan	2020	2019
Federal Government			
Community works fund	$ 133,880	$ 132,591	$ 266,475
	133,880	132,591	266,475
Provincial Government			
Hotel tax revenue	180,000	78,063	200,269
Carbon tax revenue sharing	22,800	22,809	22,809
Traffic fine revenue sharing	475,000	600,619	475,823
Canada-BC safe restart fund	-	4,151,000	-
	677,800	4,852,491	698,901
Municipalities and Regional Authorities			
Police building capital adjustment	40,200	51,233	49,423
Langley Youth & Family Services	378,890	361,809	363,221
Emergency preparedness	36,700	27,608	16,512
Major road network	633,000	96,000	645,000
Infrastructure funding	710,000	644,784	166,000
	1,798,790	1,181,434	1,240,156
	$ 2,610,470	$ 6,166,516	$ 2,205,532

9. Trust funds:

The City has excluded the following trust funds and associated cash and accounts receivable from the Consolidated Statement of Financial Position and related interest earnings and transactions from the Consolidated Statement of Operations:

	2020	2019
Langley Christmas Bureau	$ 408,241	$ 214,826
Refundable deposits	11,696,393	11,662,955
Road bond reserve	41,350	41,350
SCBCTA development cost charges	62,400	-
GVS & DD development cost charges	636,427	206,607
	$ 12,844,811	$ 12,125,738

These funds were received from the public for specific purposes or are deposited by developers and held by the City until all aspects for the development permit have been fulfilled.

10. Expenditures and expenses by object (Schedules 2 & 3):

	2020			2019
	Operations	Capital	Total	Total
Salaries & benefits	$ 13,833,462	$ 326,837	$ 14,160,299	$ 14,651,582
Goods and services	28,755,036	8,490,000	37,245,036	33,625,373
Contributed tangible capital assets	-	2,090,095	2,090,095	1,341,637
Total expenditures	42,588,498	10,906,932	53,495,430	49,618,592
Amortization	5,967,313	-	5,967,313	5,959,166
Total expenditures & expenses	$ 48,555,811	$ 10,906,932	$ 59,462,743	$ 55,577,758

11. Municipal pension plan:

The employer and its employees contribute to the Municipal Pension Plan (a jointly trusteed pension plan). The board of trustees, representing plan members and employers, is responsible for administering the plan, including investment of assets and administration of benefits. The plan is a multi-employer defined benefit pension plan. Basic pension benefits are based on a formula. As at December 31, 2019, the plan has about 213,000 active members and approximately 106,000 retired members. Active members include approximately 41,000 contributors from local governments.

Every three years, an actuarial valuation is performed to assess the financial position of the plan and adequacy of plan funding. The actuary determines an appropriate combined employer and member contribution rate to fund the plan. The actuary's calculated contribution rate is based on the entry-age normal cost method, which produces the long-term rate of member and employer contributions sufficient to provide benefits for average future entrants to the plan. This rate may be adjusted for the amortization of any actuarial funding surplus and will be adjusted for the amortization of any unfunded actuarial liability.

The most recent valuation for the Municipal Pension Plan as at December 31, 2018, indicated a $2,866 million funding surplus for basic pension benefits on a going concern basis.

The City of Langley paid $1,105,259 (2019 - $1,080,498) for employer contributions while employees contributed $920,173 (2019 - $898,597) to the plan in fiscal 2020.

The next valuation will be as at December 31, 2021, with results available in 2022.

Employers participating in the plan record their pension expense as the amount of employer contributions made during the fiscal year (defined contribution pension plan accounting). This is because the plan records accrued liabilities and accrued assets for the plan in aggregate, resulting in no consistent and reliable basis for allocating the obligation, assets and cost to individual employers participating in the plan.

12. Contingent liabilities:

A number of legal claims have been initiated against the City in varying and unspecified amounts. As none of the claims are likely to be successful and/or can not be reasonably estimated, no provisions have been recorded in the financial statements.

13. Financial plan:

The financial plan reported on the Consolidated Statement of Operations represents the Financial Plan and Capital Improvement Plan bylaw adopted by City Council on February 24, 2020 and does not reflect any amendments approved after the original adoption.

The following reconciles the statutory financial plan and the financial plan surplus reported on the Consolidated Statement of Operations.

	Financial Plan
Surplus as per Financial Plan Bylaw No. 3120	$ -
Capital asset additions	15,685,830
Amortization expense	(5,700,000)
Debt repayment	557,665
Borrowing proceeds	(10,000,000)
Net use of reserves to balance financial plan	
Transfer from surplus	-
Transfer to non-statutory reserves	9,343,135
Transfer to statutory reserves	1,744,970
Transfer from non-statutory reserves	(5,903,045)
Transfer from statutory reserves	(2,116,785)
	3,068,275
Financial Plan Surplus as per Consolidated Statement of Operations	$ 3,611,770

14. Contractual rights:

(A) Developer contributions:

The City has entered into a number of public works development agreements which require the developers to contribute various infrastructure assets to the City, including roads and underground utilities. The timing and extent of these future contributions vary depending on development activity and fair value of the assets received at time of contribution, which cannot be determined with certainty at this time.

(B) Gaming proceeds:

The City has a Host Financial Assistance Agreement with the Province of BC where the Province has agreed that 10% of the net gaming income from the Cascades Casino will be paid to the City of Langley, as financial assistance, for any purpose that would be of public benefit to the City. In 2020, the City recognized $1,533,582 (2019 - $7,490,986) in revenues from the Province. Due to COVID-19 the casino has been temporarily closed, so the 2021 gaming proceeds are not expected to resume until provincial health orders are lifted.

14. COVID-19

On March 11, 2020, the COVID-19 outbreak was declared a pandemic by the World Health Organization. The pandemic caused signficant impacts to the City's 2020 operations. The pandemic continues to provide uncertainty over the City's future cash flows, and may have a significant impact on the City's future operations. Potential impacts on the City's business could include future decreases in revenue, reduction in investment income, and delays in completing capital project work. The situation is dynamic and the ultimate duration and magnitude of the impact on the economy and the financial effects of the City is not known at this time.

CITY OF LANGLEY

Schedule 1

Consolidated Schedule of Statutory and Non-statutory Reserves

Year ended December 31, 2020

Statutory Reserves	Balance at Dec. 31, 2019	Developer Contributions	Internal Transfer Additions	Interest	Internal Transfer Expenditures	Operational Expenditures	Capital Asset Additions	Balance at Dec. 31, 2020
Capital Works	$ 6,780,982	$ -	$ 6,292,565	$ 125,433	$ -	$ (509,676)	$ (765,511)	$ 11,923,793
Equipment Replacement-Fire Dept.	760,225	-	55,000	13,814	-	-	(109,327)	719,712
Lane Development	271,579	-	-	4,763	-	-	-	276,342
Machinery Replacement	1,587,856	-	631,080	24,184	-	-	(933,492)	1,309,628
Off-Street Parking	291,728	22,500	8,505	5,210	-	-	-	327,943
Office Equipment Replacement	21,851	-	46,500	793	-	-	(54,840)	14,304
Parks and Recreation	286,134	-	177,500	6,583	-	(69,446)	(120,845)	279,926
P&R Future Projects	39,409	-	-	691	-	-	-	40,100
Total	$ 10,039,764	$ 22,500	$ 7,211,150	$ 181,471	$ -	$ (579,122)	$ (1,984,015)	$ 14,891,748

Non-statutory Reserves	Balance at Dec. 31, 2019	Developer Contributions	Internal Transfers Additions	Interest	Internal Transfer Expenditures	Operational Expenditures	Capital Asset Additions	Balance at Dec. 31, 2020
Community Works	$ 146,931	$ -	$ 132,591	$ 1,575	$ -	$ -	$ (275,000)	$ 6,097
Future Policing Costs	3,484,656	-	494,583	61,111	(715,514)	-	(83,804)	3,241,032
Gaming Proceeds	15,427,472	-	1,557,693	280,399	-	(538,130)	(4,275,648)	12,451,786
Major Road Network Rehab	1,880,803	-	-	32,984	(185,992)	-	-	1,727,795
Prosperity Fund	1,909,820	-	1,000,000	33,493	-	-	-	2,943,313
Sewer Future Capital	1,172,346	-	420,000	25,854	-	(458,828)	(50,476)	1,108,896
Sewer Insurance Claims	33,399	-	-	586	-	-	-	33,985
Special Bonds	4,986,031	735,940	-	98,963	-	-	(76,277)	5,744,657
Tax Stabilization	1,356,047	-	-	23,781	-	-	-	1,379,828
Water Future Capital	1,545,036	-	480,000	32,924	-	(209,130)	(272,953)	1,575,877
Total	$ 31,942,541	$ 735,940	$ 4,084,867	$ 591,670	$ (901,506)	$ (1,206,088)	$ (5,034,158)	$ 30,213,266

CITY OF LANGLEY

Schedule 2

Consolidated Report of Segmented Revenues and Expenses

Year ended December 31, 2020

	General government	Police service	Fire service	Other protective services	Engineering operations	Water utility	Sewer & drainage utility	Development services	Solid waste	Recreation services	Parks	2020	2020 Financial Plan Note 13
Revenue													
Property tax revenue	$30,368,697	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$30,368,697	$31,840,560
User fees and other revenue	1,650,540	1,485	6,963	66,057	451,158	4,934,841	4,139,616	1,886,983	693,653	18,713	358,882	14,208,891	12,770,840
Gaming proceeds	1,533,582	-	-	-	-	-	-	-	-	-	-	1,533,582	7,200,000
Government transfers	4,161,387	651,852	-	389,416	113,684	-	627,100	223,077	-	-	-	6,166,516	2,610,470
Investment earnings	1,280,883	-	-	-	-	-	-	-	-	-	-	1,280,883	742,500
DCC revenue recognized	-	-	-	-	402,800	-	150,608	-	-	-	358,803	912,211	1,372,890
Gain (loss) on disposal of capital assets	(81)	-	5,511	-	(14,005)	(26,494)	(90,609)	(700)	-	-	-	(126,378)	-
Contributed tangible capital assets	-	-	-	-	1,004,948	512,207	572,940	-	-	-	-	2,090,095	-
Total Revenue	38,995,008	653,337	12,474	455,473	1,958,585	5,420,554	5,399,655	2,109,360	693,653	18,713	717,685	56,434,497	56,537,260
Expenses													
Operating													
Salaries & benefits	3,108,145	10,529	4,185,221	127,779	1,806,513	524,750	484,991	909,398	17,253	1,516,628	1,142,255	13,833,462	16,336,840
Goods and services	1,799,707	12,917,422	713,191	661,600	1,868,377	3,375,954	3,246,768	280,720	671,198	2,240,754	979,345	28,755,036	30,618,650
Debt servicing	-	-	-	-	-	-	-	-	-	-	-	-	270,000
	4,907,852	12,927,951	4,898,412	789,379	3,674,890	3,900,704	3,731,759	1,190,118	688,451	3,757,382	2,121,600	42,588,498	47,225,490
Amortization	500,053	78,878	293,798	-	2,510,947	429,706	636,776	28,256	-	827,561	661,338	5,967,313	5,700,000
Total Expenses	5,407,905	13,006,829	5,192,210	789,379	6,185,837	4,330,410	4,368,535	1,218,374	688,451	4,584,943	2,782,938	48,555,811	52,925,490
Annual Surplus (Deficit)	$33,587,103	$(12,353,492)	$ (5,179,736)	$ (333,906)	$ (4,227,252)	$ 1,090,144	$ 1,031,120	$ 890,986	$ 5,202	$ (4,566,230)	$ (2,065,253)	$ 7,878,686	$ 3,611,770

CITY OF LANGLEY

Schedule 3

Consolidated Report of Segmented Revenues and Expenses

Year ended December 31, 2019

	General government	Police service	Fire service	Other protective services	Engineering operations	Water utility	Sewer & drainage utility	Development services	Solid waste	Recreation services	Parks	2019	2019 Financial Plan
Revenue													
Property tax revenue	$29,601,511	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$29,601,511	$29,767,135
User fees and other revenue	1,415,487	1,555	9,557	75,262	226,899	4,942,624	4,078,808	1,851,231	680,642	9,287	119,616	13,410,968	13,343,245
Gaming proceeds	7,490,986	-	-	-	-	-	-	-	-	-	-	7,490,986	7,200,000
Government transfers	266,475	525,246	-	379,734	811,000	-	-	223,077	-	-	-	2,205,532	1,855,440
Investment earnings	1,596,503	-	-	-	-	-	-	-	-	-	-	1,596,503	714,500
DCC revenue recognized	-	-	-	-	180,201	203,065	91,132	-	-	-	569,169	1,043,567	757,350
Loss on disposal of capital assets	-	-	-	-	(2,277)	(18,676)	(9,060)	-	-	-	(1,847)	(31,860)	-
Contributed tangible capital assets	-	-	-	-	822,437	88,600	430,600	-	-	-	-	1,341,637	-
Total Revenue	40,370,962	526,801	9,557	454,996	2,038,260	5,215,613	4,591,480	2,074,308	680,642	9,287	686,938	56,658,844	53,637,670
Expenses													
Operating													
Salaries & benefits	3,054,104	10,007	3,895,057	101,022	1,841,276	568,719	398,280	983,876	19,999	2,280,109	1,198,424	14,350,873	15,861,065
Goods and services	1,854,195	12,017,963	715,021	704,152	1,834,641	3,114,332	2,643,220	565,866	663,061	1,975,266	954,970	27,042,687	29,311,425
Debt servicing	-	-	-	-	-	-	-	-	-	-	-	-	-
	4,908,299	12,027,970	4,610,078	805,174	3,675,917	3,683,051	3,041,500	1,549,742	683,060	4,255,375	2,153,394	41,393,560	45,172,490
Amortization	601,674	79,328	297,467	-	2,459,465	433,204	603,534	29,639	-	801,251	653,604	5,959,166	5,541,940
Total Expenses	5,509,973	12,107,298	4,907,545	805,174	6,135,382	4,116,255	3,645,034	1,579,381	683,060	5,056,626	2,806,998	47,352,726	50,714,430
Annual Surplus (Deficit)	$34,860,989	$(11,580,497)	$ (4,897,988)	$ (350,178)	$ (4,097,122)	$ 1,099,358	$ 946,446	$ 494,927	$ (2,418)	$ (5,047,339)	$ (2,120,060)	$ 9,306,118	$ 2,923,240

CITY OF LANGLEY

Schedule 4

Schedule of Tangible Capital Assets

Year ended December 31, 2020 with comparative figures for 2019

2020	Land	Land Improvements	Buildings	Vehicles	Furniture & Equipment	Transportation Infrastructure	Sewer & Drainage Infrastructure	Water Infrastructure	Total
Historical cost[1]									
Opening cost	$ 66,754,749	$ 14,168,792	$ 41,897,012	$ 8,256,555	$ 8,628,113	$ 143,528,191	$ 49,892,401	$ 34,118,690	$ 367,244,503
Additions	956,499	1,630,955	834,575	1,059,512	575,759	3,048,487	2,038,972	762,173	10,906,932
Disposals	-	-	-	(451,752)	(6,096)	(95,004)	(244,914)	(136,358)	(934,124)
	67,711,248	15,799,747	42,731,587	8,864,315	9,197,776	146,481,674	51,686,459	34,744,505	377,217,311
Accumulated amortization									
Opening balance	-	4,929,329	18,238,533	4,576,248	5,910,534	44,342,201	18,369,710	10,708,770	107,075,325
Amortization expense	-	478,554	1,452,974	477,710	302,096	2,199,884	633,786	422,309	5,967,313
Disposals	-	-	-	(391,753)	(5,924)	(77,150)	(154,305)	(109,864)	(738,996)
	-	5,407,883	19,691,507	4,662,205	6,206,706	46,464,935	18,849,191	11,021,215	112,303,642
Net book value	$ 67,711,248	$ 10,391,864	$ 23,040,080	$ 4,202,110	$ 2,991,070	$ 100,016,739	$ 32,837,268	$ 23,723,290	$ 264,913,669

2019	Land	Land Improvements	Buildings	Vehicles	Furniture & Equipment	Transportation Infrastructure	Sewer & Drainage Infrastructure	Water Infrastructure	Total
Historical cost[1]									
Opening cost	$ 66,754,749	$ 12,905,511	$ 41,473,040	$ 8,028,462	$ 8,043,507	$ 140,139,365	$ 48,628,697	$ 33,321,837	$ 359,295,168
Additions	-	1,263,281	423,972	301,940	584,606	3,544,817	1,284,945	821,471	8,225,032
Disposals	-	-	-	(73,847)	-	(155,991)	(21,241)	(24,618)	(275,697)
	66,754,749	14,168,792	41,897,012	8,256,555	8,628,113	143,528,191	49,892,401	34,118,690	367,244,503
Accumulated amortization									
Opening balance	-	4,455,633	16,722,323	4,206,410	5,581,196	42,315,396	17,782,208	10,289,480	101,352,646
Amortization expense	-	473,696	1,516,210	433,389	329,338	2,181,618	599,683	425,232	5,959,166
Disposals	-	-	-	(63,551)	-	(154,813)	(12,181)	(5,942)	(236,487)
	-	4,929,329	18,238,533	4,576,248	5,910,534	44,342,201	18,369,710	10,708,770	107,075,325
Net book value	$ 66,754,749	$ 9,239,463	$ 23,658,479	$ 3,680,307	$ 2,717,579	$ 99,185,990	$ 31,522,691	$ 23,409,920	$ 260,169,178

[1]Included in historical cost are assets under construction with a total cost of $39,477,646 (2019 - $38,165,118). No amortization has been recorded on these assets as they are in progress and not complete at year-end.

CITY OF LANGLEY

Schedule 5

Annual Report on COVID-19 Safe Restart Grant Spending - (Unaudited)

Year ended December 31, 2020

	2020	2019
COVID-19 Safe Restart Grant		
Balance, beginning of year	$ -	$ -
Safe Restart Grant Received November 2020	4,151,000	-
Total Grant Funds Available	4,151,000	-
Less: Revenue shortfall gaming proceeds	(4,151,000)	-
Balance, end of year	$ -	$ -

In November 2020, the City received the COVID-19 Safe Restart Grant of $4.151 million from the Province of British Columbia. An annual report on the grant spending is a requirement of the Province and will be provided annually until the grant funds are fully spent. COVID-19 Safe Restart Funding is clasified as an unconditional Provincial operating government transfer with revenue recognized on the Statement of Operations in the period in which the funds were received.

As at December 31, 2020, all grant funds were fully spent.

To: Climate Action Committee

From: Cindy Onyejekwe, Senior Policy Analyst
Esther Berube, Division Manager, Air Quality Bylaw and Regulation Development
Parks and Environment Department

Date: December 13, 2021 Meeting Date: January 14, 2022

Subject: **MVRD Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021**

RECOMMENDATION

That the MVRD Board:

a) give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*; and
b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*.

EXECUTIVE SUMMARY

Staff propose minor amendments to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* to provide clarity and address operational issues. The proposed amendments will clarify that the prohibition on operating Tier 0 and Tier 1 non-road diesel engines near hospitals, elementary schools and community care facilities does not apply to emergency generators. There will also be more clarity around the ability to operate Tier 0 and Tier 1 non-road diesel engines that use approved emission reduction measures (ERM). The proposed amendments will better align the minimum emission standard that will apply to ERM installed on previously prohibited engines with other bylaw provisions related to prohibited engines. The proposed amendments will address operational issues related to introducing new ERM fee reduction calculations by adjusting their effective date and ensuring accurate invoicing once the registration system is updated.

PURPOSE

To propose minor amendments to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* (Bylaw 1329) that address operational issues and enhance clarity and alignment with the intent of the bylaw.

BACKGROUND

At its October 29, 2021 meeting, the MVRD Board adopted Bylaw 1329 (Reference 1), which repealed and replaced *MVRD Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012*.

This report proposes minor amendments to Bylaw 1329 for clarification, better alignment with the intent of the bylaw, and operational reasons.

OVERVIEW OF BYLAW 1329

Non-road diesel engines are used to power equipment used in applications such as construction, lifting, and power generation. Bylaw 1329 regulates harmful air emissions from all tiers of non-road diesel engines, including older higher emitting Tier 0 and Tier 1 engines, as well as Tier 2, Tier 3 and Tier 4 engines starting in 2023, 2024 and 2029 respectively. Engines in Tiers 2, 3 and 4 contribute harmful emissions, although they are cleaner than Tiers 0 and 1. The bylaw employs economic instruments such as registration fees, surcharges, deductions and rebates to promote reduction of emissions of diesel particulate matter (DPM) and nitrogen oxides (NO_x) through engine retrofits or retirements. The bylaw prohibits the operation of Tier 0 and Tier 1 engines unless they were registered before certain dates, retrofitted to reduce emissions through the use of emission reduction measures (ERM), or, as of January 1, 2023, engine owners opt to pay a surcharge on registration fees.

PROPOSED BYLAW AMENDMENTS

Staff propose the following minor amendments to Bylaw 1329 through *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*, presented in Attachment 1. Attachment 2 is a blacklined version of relevant sections of Bylaw 1329 showing the proposed changes.

Operation of Emergency Generators Near Sensitive Receptors

Bylaw 1329 prohibits operation of Tier 0 and Tier 1 non-road diesel engines within 100 metres of sensitive receptors such as hospitals, elementary schools, and community care facilities. The proposed amendments clarify that the prohibition on the use of Tier 0 and Tier 1 engines near sensitive receptors is not intended to apply to emergency generators. Some sensitive receptors and neighbours rely on the infrequent use of emergency generators during emergency situations. Bylaw 1329 contains provisions to address excessive smoke from emergency generators, which are sufficient to address the potential impacts.

Operation of Engines Equipped with Emission Reduction Measures

Staff propose to adjust the minimum emission standard for emission reduction measures (ERM) installed on Tier 0 engines that have never been registered such that they achieve the equivalent emissions of a Tier 2 engine instead of a Tier 1 engine, given that Tier 1 engines that have never been registered have been prohibited since February 1, 2020. Without a Tier 2 equivalent minimum emission standard for diesel particulate matter, some older Tier 0 engines could enter the region and operate with a competitive advantage over engines already complying with the bylaw.

The proposed changes will also enhance clarity about the current authorized use of non-road diesel engines equipped with ERM. It will be clearer that non-road diesel engines equipped with ERM that achieve the equivalent emissions of a Tier 2 engine are allowed to register and operate, which is consistent with the previous Bylaw 1161. Furthermore, the proposed changes will make it clear that Tier 0 engines that were registered as engines with Tier 1 equivalent ERM for more than 90 days before February 1, 2020 can continue to register and operate with an approved ERM that improves emissions to a Tier 1 level or better.

The minor amendments will clarify that the prohibition on the operation of Tier 1 engines, as well as engines with Tier 1 equivalent ERM, that had never been registered took effect on February 1, 2020 (not January 31, 2021).

Effective Dates of Fee Reduction Calculations for Emission Reduction Measures
Under Bylaw 1329, operators may reduce emissions and pay reduced registration fees by installing approved emission reduction measures (ERM) on non-road diesel engines. Bylaw 1329 introduced new calculations for registration fee reductions for engines with ERM. However, operational issues will require more time for the registration and invoicing system to incorporate these new calculations. To address these issues, staff propose amendments such that the invoicing will be based on the previous Bylaw 1161 fee reduction calculations until January 1, 2023, and subsequent to that date, on the new calculations already in Bylaw 1329.

ALTERNATIVES
1. That the MVRD Board:
   a) give first, second and third reading to *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021* and
   b) pass and finally adopt *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*.

2. That the MVRD Board receive for information the report dated December 13, 2021, titled "MVRD Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021" and provide alternate direction to staff.

FINANCIAL IMPLICATIONS
There are no financial implications to the proposed amendments.

CONCLUSION
Staff propose minor amendments to Bylaw 1329 to clarify the requirements that apply to emergency generators. The proposed amendments will also improve alignment between bylaw provisions that prohibit certain engines and the minimum emission standard that would apply to emission reduction measures installed on previously prohibited Tier 0 non-road diesel engines to enable their operation. The proposed amendments also provide more clarity around the current authorized use of non-road diesel engines equipped with emission reduction measures. The proposed minor amendments will address operational issues related to the timing of the introduction of new registration fee reduction calculations for engines that use emission reduction measures.

Staff recommend Alternative 1, to adopt *MVRD Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021*, shown in Attachment 1, which would amend Bylaw 1329.

Attachments *(Doc #50092541)*

1. *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021* *(Doc #49096885)*
2. Blacklined version of relevant sections of *Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021* *(Doc #49133162)*

References

1. Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021

49026783

METRO VANCOUVER REGIONAL DISTRICT
NON-ROAD DIESEL ENGINE EMISSION REGULATION AMENDING BYLAW NO. 1337, 2021

A Bylaw to Amend "Non-Road Diesel Engine Emission Regulation Bylaw No 1329, 2021"

WHEREAS:

A. the Board of the Metro Vancouver Regional District adopted the "Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021" (the "Emission Regulation") to regulate the discharge of air contaminants from Non-Road Diesel Engines;

B. the Board of the Metro Vancouver Regional District wishes to amend the Emission Regulation;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Amending Bylaw No. 1337, 2021".

2. "Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021" is hereby amended as follows:

   (a) Section 11 is deleted in its entirety and replaced with the following:

   11. Emergency engines are exempt from Parts 3, 4, 5, 6, 9 and 11.

   (b) Section 46 is deleted in its entirety and replaced with the following:

   46. Notwithstanding section 45, a Tier 0 engine is not prohibited from operating:

   (a) if the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 2 non-road diesel engine or better;

   (a.1) if the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 1 non-road diesel engine or better and the engine was registered for at least 90 days prior to February 1, 2020; or

   (b) on or after January 1, 2023, if the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

(c) Section 47 is deleted in its entirety and replaced with the following:

47. If a Tier 1 non-road diesel engine was not registered for at least 90 days prior to February 1, 2020 or has been retired, then that non-road diesel engine must not be operated.

(d) Section 48 is deleted in its entirety and replaced with the following:

48. Notwithstanding section 47, a Tier 1 engine is not prohibited from operating:

(a) if the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 2 non-road diesel engine or better; or

(b) on or after January 1, 2023, if the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

(e) Schedule 2, section 1 is deleted in its entirety and replaced with the following:

1. Subject to sections 11 and 12 of this Schedule 2, the registration fee payable for an operating period (annual, monthly, daily, low-use or moderate-use, as applicable) is prescribed in this Schedule 2 in accordance with the calculations respectively set out below for each type of operating period.

(f) Schedule 2, section 11 is deleted in its entirety and replaced with the following:

11. Until and including December 31, 2022, where a non-road diesel engine with an emission reduction measure qualifies for a reduction in the registration fee pursuant to sections 34 and 35 of the bylaw, the registration fee payable for a non-road diesel engine with an emission reduction measure is calculated as follows:

registration fee = reduced fee rate x hp + $15

Where:

reduced fee rate is — the fee rate calculated in accordance with sections 11(a) or 11(b) of this Schedule 2, as appropriate

hp is — engine horsepower

(a) The reduced fee rate for a Tier 0 non-road diesel engine with an emission reduction measure that does not meet the emission standard of a Tier 1 non-road diesel engine is calculated as follows:

$$\text{reduced fee rate} = \text{T1 rate} + \frac{\left[\frac{(100 - \text{Y})}{100} \times \text{T0 standard}\right] - \text{T1 standard}}{\text{T0 standard} - \text{T1 standard}} \times (\text{T0 rate} - \text{T1 rate})$$

Where:

Y is	the percentage of reduction in the diesel particulate matter emission rate as a result of the emission reduction measure
T0 rate is	the fee rate for a Tier 0 non-road diesel engine without an emission reduction measure, for the operating period;
T1 rate is	the fee rate for a Tier 1 non-road diesel engine without an emission reduction measure, for the operating period;
T0 standard is	the emission standard of a Tier 0 non-road diesel engine; and
T1 standard is	the emission standard of a Tier 1 non-road diesel engine.

(b) The reduced fee rate for a Tier 0 or Tier 1 non-road diesel engine with an emission reduction measure that meets the emission standard of a Tier 1 non-road diesel engine but does not meet the emission standard of a Tier 2 non-road diesel engine is calculated as follows:

$$\text{reduced fee rate} = \frac{\left[\frac{(100 - \text{Y})}{100} \times \text{R}\right] - \text{T2 standard}}{\text{T1 standard} - \text{T2 standard}} \times \text{T1 rate}$$

Where:

R is	the emission standard for the engine tier classification applicable to the non-road diesel engine without the emission reduction measure;
Y is	the percentage of reduction in the diesel particulate matter emission rate as a result of the emission reduction measure;
T1 rate is	the fee rate for a Tier 1 non-road diesel engine without an emission reduction measure, for the operating period;
T1 standard is	the emission standard of a Tier 1 non-road diesel engine; and
T2 standard is	the emission standard of a Tier 2 non-road diesel engine.

(g) Schedule 2, section 12 is added as follows:

12. Effective January 1, 2023, where a non-road diesel engine with an emission reduction measure qualifies for a reduction in the registration fee pursuant to sections 34 and 35 of the bylaw, the registration fee payable is as set out under section 1 of this Schedule 2 except that the registration fee for the applicable operating period may be reduced by a dollar value of reduction that is calculated as follows:

reduction = Y_{DPM} x [($*value of registration fee for the applicable operating period)* - $15]

Where:

Y_{DPM} is	the percentage of reduction in the diesel particulate emission rate as a result of an emission reduction measure, all as approved by the district director.

Read a first, second and third time this _____ day of _____, _____.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

Blacklined Version of Relevant Sections of Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021

METRO VANCOUVER REGIONAL DISTRICT
NON-ROAD DIESEL ENGINE EMISSION REGULATION
BYLAW NO. 1329, 2021

A Bylaw to Regulate the Discharge of Air Contaminants from Non-Road Diesel Engines

WHEREAS:

1. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to provide the service of air pollution control and air quality management and, for that purpose, the Board of the Metro Vancouver Regional District may, by bylaw, prohibit, regulate and otherwise control and prevent the discharge of air contaminants;

2. The *Environmental Management Act* authorizes the Metro Vancouver Regional District to, by bylaw, establish different prohibitions, regulations, rates or levels of fees, conditions, requirements and exemptions for different persons, operations, activities, industries, trades, businesses, air contaminants or works, to establish different classes of persons, operations, activities, industries, trades, businesses, air contaminants and works, and to require the keeping of records and the provision of information respecting air contaminants and their discharge; and

3. It is deemed desirable to regulate the discharge of diesel particulate matter and nitrogen oxides from non-road diesel engines.

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

Citation

1. The official citation of this bylaw is "Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1329, 2021" ("this bylaw").

Repeal of Bylaws

2. "Metro Vancouver Regional District Non-Road Diesel Engine Emission Regulation Bylaw No. 1161, 2012" as amended, is hereby repealed.

Schedule(s)

3. The following Schedules are attached to and form part of this Bylaw:
   Schedule "1" Engine Tier Classification; and
   Schedule "2" Registration Fees.

Definitions [*pertaining to terms used in the sections of Bylaw 1329 relevant to the proposed amendments]*

4. In this bylaw:

"**approved**" means an approval given by the district director;

"**community care facility**" has the same meaning as in the *Community Care and Assisted Living Act*;

"**diesel particulate matter**" means the particles emitted into the environment from the exhaust of a non-road diesel engine;

"**diesel particulate matter emission rate**" means the rate of diesel particulate matter emitted from a non-road diesel engine, expressed in grams per brake-horsepower hour;

"**emergency**" means a present or imminent event or circumstance that:

(a) is caused by accident, fire, explosion, technical failure, labour strike or the forces of nature; and

(b) requires prompt coordination of action or special regulation of persons or property to protect the health, safety or welfare of a person or to limit damage to property or the environment;

"**emergency engine**" means an engine, including emergency generators and other stationary engines, intended for use only in an emergency;

"**emission reduction measure**" means an approved retrofit, remanufacture, or similar device, alteration, technological, or operational change made to a non-road diesel engine that reduces the diesel particulate matter emission rate;

"**emission standard**" means the diesel particulate matter emission rate stipulated for a non- road diesel engine, corresponding to both the engine's year of manufacture and its horsepower group, all as set out in Table 2 of Schedule 1;

"**engine tier classification**" means the classification of a non-road diesel engine as determined in accordance with Schedule 1;

"**non-road diesel engine**" means a diesel-fueled or alternative diesel-fueled compression ignition engine in a machine that is not primarily used or intended to be used for transportation on a public street, road or highway;

"**online registration system**" means the Metro Vancouver Non-Road Diesel Online Registration website that enables the registration of non-road diesel engines;

"**operating period**" means an operating period described in Schedule 2, which when purchased for an engine authorizes the engine's operation for the time period stipulated and in accordance with this bylaw;

"**operator**" means a person who is in control of or responsible for the operation of a non-road diesel engine;

"**original air emission control system**" means a system or device installed, attached or incorporated into a non-road diesel engine by the manufacturer of the engine to prevent or lessen the discharge of any air contaminants.

"**original registration date**" means the date when an engine was first registered for 90 days without cancellation for a non-road diesel engine for which all registration information required under Part 3 and if applicable Part 5 or Part 6 has been submitted to the district director;

"**owner**" means a person who is in possession of, has the right to control, or occupies or controls the operation of a non-road diesel engine;

"**registrant**" means a person who has completed a registration;

"**registration**" means the submission to Metro Vancouver Regional District of all registration information required under Part 3 and if applicable Part 5 or Part 6 for a non-road diesel engine, and when payment is received for an operating period for that engine;

"**registration fee**" means the fee prescribed in Schedule 2 for the operating period stipulated in the registration;

"remanufacture" means to rebuild an engine;

"**retire**" means to voluntarily and permanently withdraw from operation pursuant to Part 8 of this bylaw a non-road diesel engine, and upon such retirement, the engine can no longer be operated or registered to operate within the Metro Vancouver Regional District;

"**retrofit**" means a device installed on a non-road diesel engine that reduces diesel particulate matter emissions;

"sensitive receptor" means a hospital, an elementary school, a day care facility or a community care facility;

"**surcharge**" means a fee prescribed in Part 9 that is additional to the registration fee;

"**Tier 0**" means the engine tier classification described in Schedule 1;

"**Tier 1**" means the engine tier classification described in Schedule 1;

"**Tier 2**" means the engine tier classification described in Schedule 1;

"**Tier 3**" means the engine tier classification described in Schedule 1;

"**Tier 4**" means the engine tier classification described in Schedule 1;

5. Terms defined in the *Greater Vancouver Regional District Air Quality Management Bylaw No. 1082, 2008* or incorporated by reference into that bylaw have the same meaning in this bylaw.

6. References in this bylaw to an enactment include the enactment as it may be amended or replaced from time to time

Part 2 – Emergency Engines

11. Emergency engines are exempt from Parts 3, 4, 5, 6, ~~and~~ 9 and 11.

12. An emergency engine must be:

    (a) operated in accordance with the manufacturer's operating procedures; and

    (b) inspected and maintained in accordance with the manufacturer's recommendations.

13. The discharge of air contaminants from an emergency engine must not result in:

    (a) The recirculation of its stack exhaust into the building; or

    (b) The entrainment of its stack exhaust into surrounding building openings or air ventilation intakes.

14. An operator of an emergency engine must keep maintenance records and other records stipulated by the district director and, within 72 hours of a request by the district director or an officer, submit records as required.

Part 7 – Engine with Emission Reduction Measure

34. Subject to section 35, a person who causes, permits or allows the operation of a non-road diesel engine with an emission reduction measure is eligible for a reduction in the registration fee, to be calculated as prescribed in Schedule 2.

35. To be eligible for the reduction in the registration fee under section 34, a person must, prior to the operation of the non-road diesel engine, provide to the district director:

    (a) an accurate and detailed description of the proposed emission reduction measure made to that non- road diesel engine; and

    (b) upon request, any other information that the district director or an officer deems necessary to evaluate the proposed emission reduction measure or the application of this Part.

36. The registration of a non-road diesel engine with an emission reduction measure under this Part is immediately invalidated if the emission reduction measure is modified, tampered with, removed or otherwise does not operate to reduce the diesel particulate matter emission rate in the manner for which the district director gave approval.

37. If an emission reduction measure is modified, tampered with, removed, or otherwise changed, a person who causes, permits or allows the operation of that non-road diesel engine must, prior to operation:

    (a) amend the registration information; and

(b) pay the registration fee for the engine tier classification with which the non-road diesel engine conforms.

38. A person who causes, permits or allows the operation of a registered Tier 0, Tier 1, Tier 2 or Tier 3 non-road diesel engine with an emission reduction measure must:

(a) keep records including, maintenance records, alternative fuel receipts (if applicable), meter logged hours of operation or other records stipulated by the district director as required with use of an emission reduction measure; and

(b) within 72 hours of a request by the district director or an officer, submit records as required.

39. A vendor or provider of a proposed emission reduction technology may apply to the district director for assessment and approval of the emission reduction technology, upon payment to Metro Vancouver Regional District of a fee of $2000 for each proposed emission reduction technology.

Part 9 – Operating Prohibitions and Surcharges

44. For the purposes of this Part and the operation of a non-road diesel engine pursuant to section 46(b), section 48(b), section 50(b) or section 52(b), the surcharge payable is prescribed as follows:

    surcharge = [*($value of registration fee for the applicable operating period)* - $15] x 3.

45. If a Tier 0 non-road diesel engine was not registered for at least 90 days prior to January 1, 2015 or has been retired, then that non-road diesel engine must not be operated.

46. Notwithstanding section 45, a Tier 0 engine is not prohibited from operating ~~after January 1, 2023 if~~:

    (a) if the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 2~~1~~ non-road diesel engine or better;

    (a.1) if the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 1 non-road diesel engine or better and the engine was registered for at least 90 days prior to February 1, 2020; or

    ~~(a)~~(b) on or after January 1, 2023, if the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

47. If ~~a Tier 0 or~~ a Tier 1 non-road diesel engine was not registered for at least 90 days prior to February 1, 2020~~January 31, 2021~~ or has been retired, then that non-road diesel engine must not be operated.

48. Notwithstanding section 47, a Tier 1 engine is not prohibited from operating ~~after January 1, 2023 if~~:

    (a) If the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 2 non-road dieselengine or better; or

    (b) On or after January 1, 2023, if the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

49. If a Tier 2 non-road diesel engine has not been registered for at least 90 days prior to January 31, 2026 or has been retired, then effective February 1, 2026 that non-road diesel engine must not be operated.

50. Notwithstanding Section 49, a Tier 2 engine is not prohibited from operating after January 31, 2026 if:

    (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 4 non-road diesel engine or better; or

    (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

51. If a Tier 3 non-road diesel engine has not been registered for at least 90 days prior to January 31, 2027, or has been retired, then effective February 1, 2027 that non-road diesel engine must not be operated.

52. Notwithstanding Section 51, a Tier 3 engine is not prohibited from operating after January 31, 2027 if:

    (a) the engine has an emission reduction measure to reduce the diesel particulate matter emission rate to meet the emission standard of a Tier 4 non-road diesel engine or better; or

    (b) the registrant pays the registration fee for the applicable operating period plus the surcharge prescribed in section 44.

Part 11 – Prohibited Operation Near Sensitive Receptor

57. No person may operate a Tier 0 or Tier 1 engine within 100 metres of a sensitive receptor.

Schedule 1 – Engine Tier Classifications

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1. "Tier 0" means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:

   (a) was manufactured for sale in Canada, the United States, or the European Union during the period specified in Column 2 of Table 1; or

   (b) was not manufactured for sale in Canada, the United States or the European Union and it cannot be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets a Tier 1 or better emission standard for the applicable engine power in Table 2.

2. "Tier 1" means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:

   (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 3 of Table 1; or

   (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 1 emission standard for the applicable engine power in Table 2.

3. "Tier 2" means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:

   (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 4 of Table 1; or

   (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 2 emission standard for the applicable engine power in Table 2.

4. "Tier 3" means a non-road diesel engine that has an engine power as specified in Column 1 of Table 1 and:

   (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 5 of Table 1; or

   (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Tier 3 emission standard for the applicable engine power in Table 2

5. "Tier 4" means a non-road diesel engine that has an engine power as specified in column 1 of Table 1 and:

   (a) was manufactured for sale in Canada, the United States or the European Union during the period specified in Column 6 of Table 1; or

   (b) was not manufactured for sale in Canada, the United States or the European Union but it can be demonstrated, to the satisfaction of the district director, that the manufactured engine emission standard meets the Interim Tier 4 emission standard for the applicable engine power in Table 2.

Table 1 – Engine Tier Classifications

Column 1	**Column 2**	**Column 3**	**Column 4**	**Column 5**	**Column 6**
Engine Power	**Tier 0**	**Tier 1**	**Tier 2**	**Tier 3**	**Interim Tier 4 or Tier 4**
19≤kW < 37 (25 ≤ hp < 50)	1998 and prior years	1999 to 2003 inclusive	2004 to 2007 inclusive	N/A	2008 and later years
37 ≤ kW < 56 (50 ≤ hp <75)	1997 and prior years	1998 to 2003 inclusive	2004 to 2007 inclusive	N/A	2008 and later years
56 ≤ kW < 75 (75 ≤ hp < 100)	1997 and prior years	1998 to 2003 inclusive	2004 to 2007 inclusive	2008 to 2011 inclusive	2012 and later years
75 ≤ kW < 130 (100 ≤ hp < 175)	1996 and prior years	1997 to 2002 inclusive	2003 to 2006 inclusive	2007 to 2011 inclusive	2012 and later years
130 ≤ kW < 225 (175 ≤ hp < 300)	1995 and prior years	1996 to 2002 inclusive	2003 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
225 ≤ kW < 450 (300 ≤ hp < 600)	1995 and prior years	1996 to 2000 inclusive	2001 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
450 ≤ kW < 560 (600 ≤ hp < 750)	1995 and prior years	1996 to 2001 inclusive	2002 to 2005 inclusive	2006 to 2010 inclusive	2011 and later years
560 ≤ kW < 900 (750 ≤ hp < 1,200)	1999 and prior years	2000 to 2005 inclusive	2006 to 2010 inclusive	N/A	2011 and later years
kW ≥ 900 (hp ≥ 1,200)	1972 and prior years	1973 to 2001 inclusive	2002 to 2004 inclusive	2005 to 2010 inclusive	2011 and later years

Table 2 – Metro Vancouver Diesel Particulate Matter (DPM) Emission Standards (g/bhp-hr)

Engine Year	DPM STANDARDS - ENGINE HORSEPOWER GROUPS g/HP-hr								
	25≤49	50≤74	75≤99	100≤174	175≤299	300≤599	600≤749	750≤1199	1200+
pre-1969	0.95	1.2	1.2	1.1	1.1	0.95	0.95	0.95	0.84
1969	0.95	1.2	1.2	1.1	1.1	0.95	0.95	0.95	0.84
1970	0.95	1.2	1.2	0.94	0.94	0.81	0.81	0.81	0.84
1972	0.95	1.2	1.2	0.78	0.78	0.68	0.68	0.68	0.84
1973 - 1987	0.95	1.2	1.2	0.78	0.78	0.68	0.68	0.68	0.72
1988	0.95	1.2	1.2	0.78	0.54	0.49	0.49	0.5	0.72
1989 - 1995	0.95	1.2	1.2	0.78	0.54	0.49	0.49	0.5	0.72
1996	0.95	1.2	1.2	0.78	0.4	0.4	0.4	0.5	0.72
1997	0.95	1.2	1.2	0.6	0.4	0.4	0.4	0.5	0.72
1998	0.95	1.09	1.09	0.6	0.4	0.4	0.4	0.5	0.72
1999	0.6	1.09	1.09	0.6	0.4	0.4	0.4	0.5	0.72
2000	0.6	1.09	1.09	0.6	0.4	0.4	0.4	0.4	0.72
2001	0.6	1.09	1.09	0.6	0.4	0.15	0.4	0.4	0.72
2002	0.6	1.09	1.09	0.6	0.4	0.15	0.15	0.4	0.54
2003	0.6	1.09	1.09	0.22	0.15	0.15	0.15	0.4	0.54
2004	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.4	0.54
2005	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.4	0.15
2006	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.15	0.15
2007	0.45	0.30	0.30	0.22	0.15	0.15	0.15	0.15	0.15
2008	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2009	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2010	0.22	0.22	0.3	0.22	0.15	0.15	0.15	0.15	0.15
2011	0.22	0.22	0.3	0.22	0.015	0.015	0.015	0.07	0.07
2012	0.22	0.22	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2013	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2014	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.07	0.07
2015	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2016	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2017	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2018	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2019	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03
2020 and later	0.02	0.02	0.015	0.015	0.015	0.015	0.015	0.03	0.03

Tier 0 Engine		Tier 1 Engine		Tier 2 Engine		Tier 3 Engine		Interim Tier 4		Tier 4 Engine	

Schedule 2 – Registration Fees

1. Subject to sections 11 and 12 of this Schedule 2, the registration fee payable for an operating period (annual, monthly, daily, low-use or moderate-use, as applicable) is prescribed in this Schedule 2 in accordance with the calculations respectively set out below for each type of operating period.

Reduction in Registration Fee for Engine with Emission Reduction Measure

11. Until and including December 31, 2022, where a non-road diesel engine with an emission reduction measure qualifies for a reduction in the registration fee pursuant to sections 34 and 35 of the bylaw, the registration fee payable for a non-road diesel engine with an emission reduction measure is calculated as follows:

registration fee = reduced fee rate x hp + $15

Where:

reduced fee rate is	the fee rate calculated in accordance with ~~sub~~sections 11(a) or 11(b) of this Schedule 2, as appropriate
hp is	engine horsepower

(a) The reduced fee rate for a Tier 0 non-road diesel engine with an emission reduction measure that does not meet the emission standard of a Tier 1 non-road diesel engine is calculated as follows:

$$\text{reduced fee rate} = \text{T1 rate} + \frac{\left[\frac{(100 - Y)}{100} \times \text{T0 standard}\right] - \text{T1 standard}}{\text{T0 standard} - \text{T1 standard}} \times (\text{T0 rate} - \text{T1 rate})$$

Where:

Y is	the percentage of reduction in the diesel particulate matter emission rate as a result of the emission reduction measure
T0 rate is	the fee rate for a Tier 0 non-road diesel engine without an emission reduction measure, for the operating period;
T1 rate is	the fee rate for a Tier 1 non-road diesel engine without an emission reduction measure, for the operating period;
T0 standard is	the emission standard of a Tier 0 non-road diesel engine; and

T1 standard is	the emission standard of a Tier 1 non-road diesel engine.

(b) The reduced fee rate for a Tier 0 or Tier 1 non-road diesel engine with an emission reduction measure that meets the emission standard of a Tier 1 non-road diesel engine but does not meet the emission standard of a Tier 2 non-road diesel engine is calculated as follows:

$$\text{reduced fee rate} = \frac{\left[\frac{(100 - Y)}{100} \times R\right] - \text{T2 standard}}{\text{T1 standard} - \text{T2 standard}} \times \text{T1 rate}$$

Where:

R is	the emission standard for the engine tier classification applicable to the non-road diesel engine without the emission reduction measure;
Y is	the percentage of reduction in the diesel particulate matter emission rate as a result of the emission reduction measure;
T1 rate is	the fee rate for a Tier 1 non-road diesel engine without an emission reduction measure, for the operating period;
T1 standard is	the emission standard of a Tier 1 non-road diesel engine; and
T2 standard is	the emission standard of a Tier 2 non-road diesel engine.

12. Effective January 1, 2023, ~~Where~~ where a non-road diesel engine with an emission reduction measure qualifies for a reduction in the registration fee pursuant to sections 34 and 35 of the bylaw, the registration fee payable is as set out under section 1 of this Schedule 2 except that the registration fee for the applicable operating period may be reduced by a dollar value of reduction that is calculated as follows:

$$\text{reduction} = Y_{DPM} \times [(\$\textit{value of registration fee for the applicable operating period}) - \$15]$$

Where:

Y_{DPM} is	the percentage of reduction in the diesel particulate emission rate as a result of an emission reduction measure, all as approved by the district director.

To: MVRD Board of Directors

From: Chris Plagnol, Director / Corporate Officer, Board and Information Services
Heather McNell, General Manager of Regional Planning and Housing Services

Date: January 17, 2022 Meeting Date: January 28, 2022

Subject: **Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey**

RECOMMENDATION

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey"; and
b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*.

EXECUTIVE SUMMARY

The MVRD Board has initiated a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, and given first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*. The amending bylaw would redesignate the property at 228 175A Street from its current regional land use designation of 'Mixed Employment' to 'General Urban' to allow for the construction of new residential and commercial uses and an assisted living facility on the site. As required by the Local Government Act and *Metro 2040*, Metro Vancouver notified affected local governments and agencies of the proposed amendment. Five responses were received during the notification period, with four indicating no objection to the amendment bylaw and one expressing opposition.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021* (Attachment 1).

BACKGROUND

At its October 29, 2021 meeting, the MVRD Board passed the following resolution:

> *That the MVRD Board:*
> *a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment from Mixed Employment to General Urban for the lands located at 228 175A Street;*
> *b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021"; and*

c) *direct staff to notify affected local governments as per section 6.4.2 of Metro Vancouver 2040: Shaping our Future.*

As directed, Metro Vancouver gave notice to affected local governments and agencies by way of a letter dated November 10, 2021, and requested that any written comments be provided by January 7, 2022. The amendment notice was also posted on the Metro Vancouver website. This report provides a summary of comments received and attaches the amendment bylaw for consideration of final reading and adoption by the MVRD Board.

PROPOSED *METRO 2040* REGIONAL LAND USE DESIGNATION AMENDMENT

On July 30, 2021, the City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* for the 2.5-hectare property located at 225 175A Street in Surrey. The proposed amendment would change the regional land use designation of the subject property from 'Mixed Employment' to 'General Urban' to allow for proposed medium-density residential and commercial uses and an assisted living facility. A staff assessment of the application was provided to the Regional Planning Committee and MVRD Board at their respective meetings in October 2021 (Reference 1).

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS AND EXTERNAL AGENCIES

Metro Vancouver received correspondence in response to the notification of *Bylaw No. 1326, 2021* from the Squamish-Lillooet Regional District, City of Richmond, City of New Westminster, City of Port Moody, and TransLink (Attachments 2 through 6).

Although four of the responses indicated no objection to the amendment bylaw, TransLink's submission indicates that the proposed amendment does not align with regional transportation goals. TransLink expresses concern that 228 175A Street is "located far from a regionally designated Urban Centre or FTDA" and is "more than 800 m (an approximate 10-minute walk) of any existing or planned future transit service." Moreover, "a key concern with 175A Street is that the nature of the proposed housing, facilities, and jobs appears to be relevant for people more likely to be transit dependent."

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey"; and
   b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*.

2. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1326 – 228 175A Street, City of Surrey";

b) decline the requested amendment to *Metro 2040* for 228 175A Street and not proceed with *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*; and
c) notify the City of Surrey of the MVRD Board's decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, the proposed amendment bylaw will be adopted. The City of Surrey will be notified of the decision and informed that its Council may proceed with final reading of the City's associated Official Community Plan amendment bylaw.

If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The City of Surrey may challenge the decision and a dispute resolution process may take place, as set out by the *Local Government Act*. Per Section 439(6) of the *Act*, the costs of this dispute resolution "are to be shared proportionally between the proposing board and the affected local governments that participate in the process on the basis of the converted value of land and improvements in their jurisdictions." As such, Metro Vancouver would be responsible for most of the associated costs of this process.

SUMMARY

The City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro 2040* for a property located at 228 175A Street. The proposed amendment is to change the regional land use designation of the subject property from 'Mixed Employment' to 'General Urban' to allow for the construction of new residential and commercial uses and an assisted living facility on the site.

In October 2021, the MVRD Board initiated the amendment process and gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326*, *2021*. During the notification period, five responses were received during the notification period, with four indicating no objection to the amendment bylaw and one expressing concern.

This report provides a summary of comments received and attaches the amendment bylaw for consideration of final reading and adoption by the MVRD Board.

Attachments *(50269864)*

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021*
2. Correspondence from Squamish-Lillooet Regional District dated December 15, 2021, titled "Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights"
3. Correspondence from City of Richmond, dated January 4, 2022, titled "Re: Response to Metro Vancouver's Referrals About Amendments to the Metro 2040 Regional Growth Strategy Proposed by the City of Surrey Staff"
4. Correspondence from City of New Westminster, dated January 6, 2022, titled "Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights"
5. Correspondence from City of Port Moody, dated January 12, 2022, titled "Re: *Metro 2040* Land Use Designation Amendment Request – 228 175A Street, City of Surrey"

6. Correspondence from TransLink, dated January 14, 2022, titled "TransLink Response to Proposed *Metro 2040* Amendments for South Campbell Heights, 228 175A Street and Cloverdale Hospital"

References

Report dated September 27, 2021, titled "*Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Surrey – 228 175A Street", MVRD Board Regular Meeting, October 29, 2021

49077058

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1326, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:

   a) re-designating the subject site from 'Mixed Employment' to 'General Urban', as shown in Schedule "A"; and

   b) the official regional land use designation maps numbered 2, 3, 4, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is *"Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021"*. This bylaw may be cited as *"Regional Growth Strategy Amendment Bylaw No. 1326, 2021"*.

Schedules

3. The following Schedules are attached to and form part of this bylaw:
   Schedule "A"; and
   Schedule "B".

Read a first time this 29 day of OCTOBER, 2021.

Read a second time this 29 day of OCTOBER, 2021.

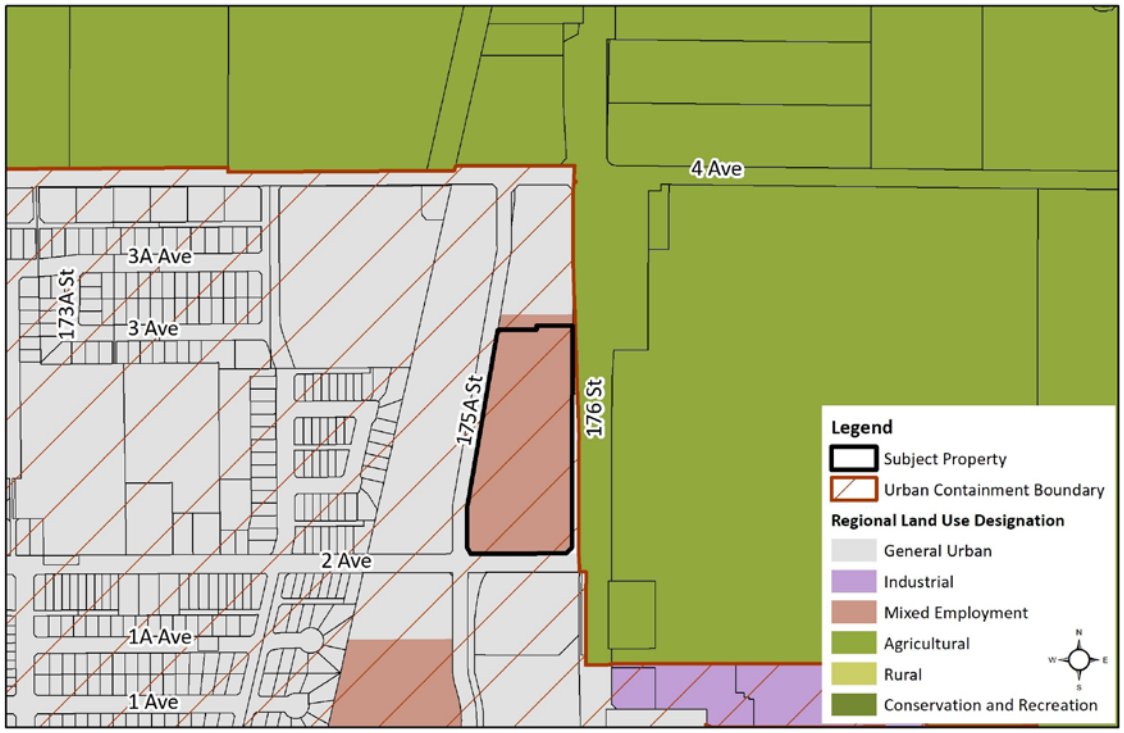
Read a third time this 29 day of OCTOBER, 2021.

Passed and finally adopted this _____ day of _____, _____.

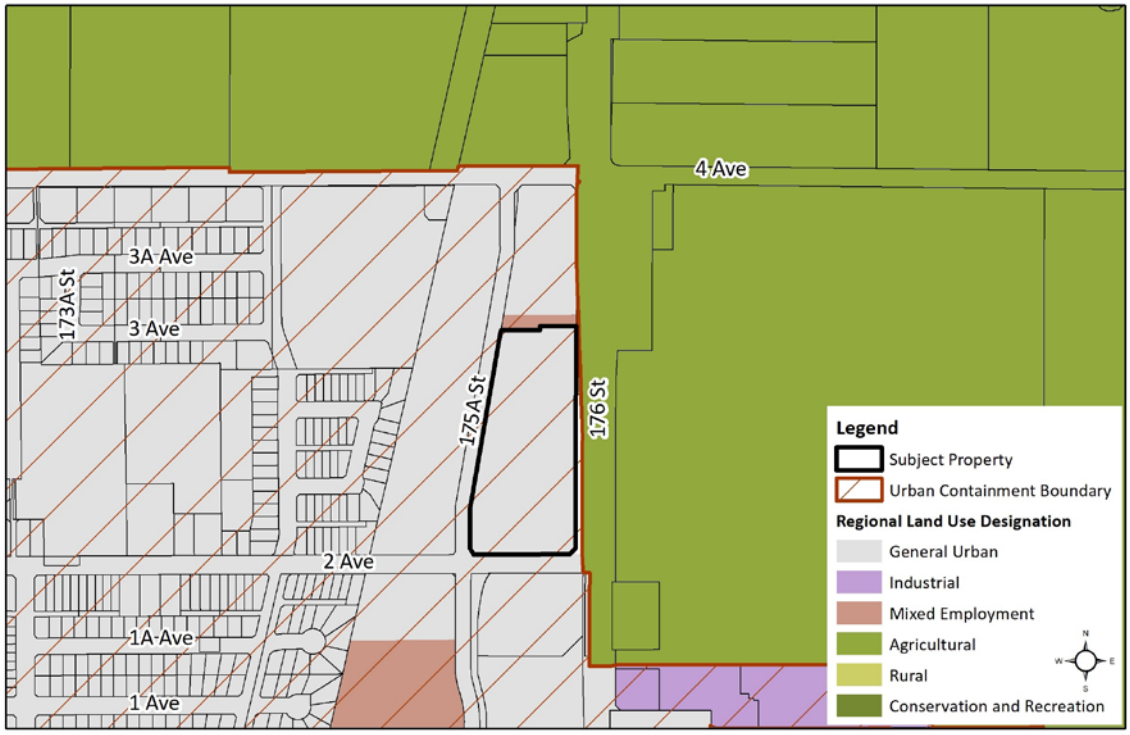
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

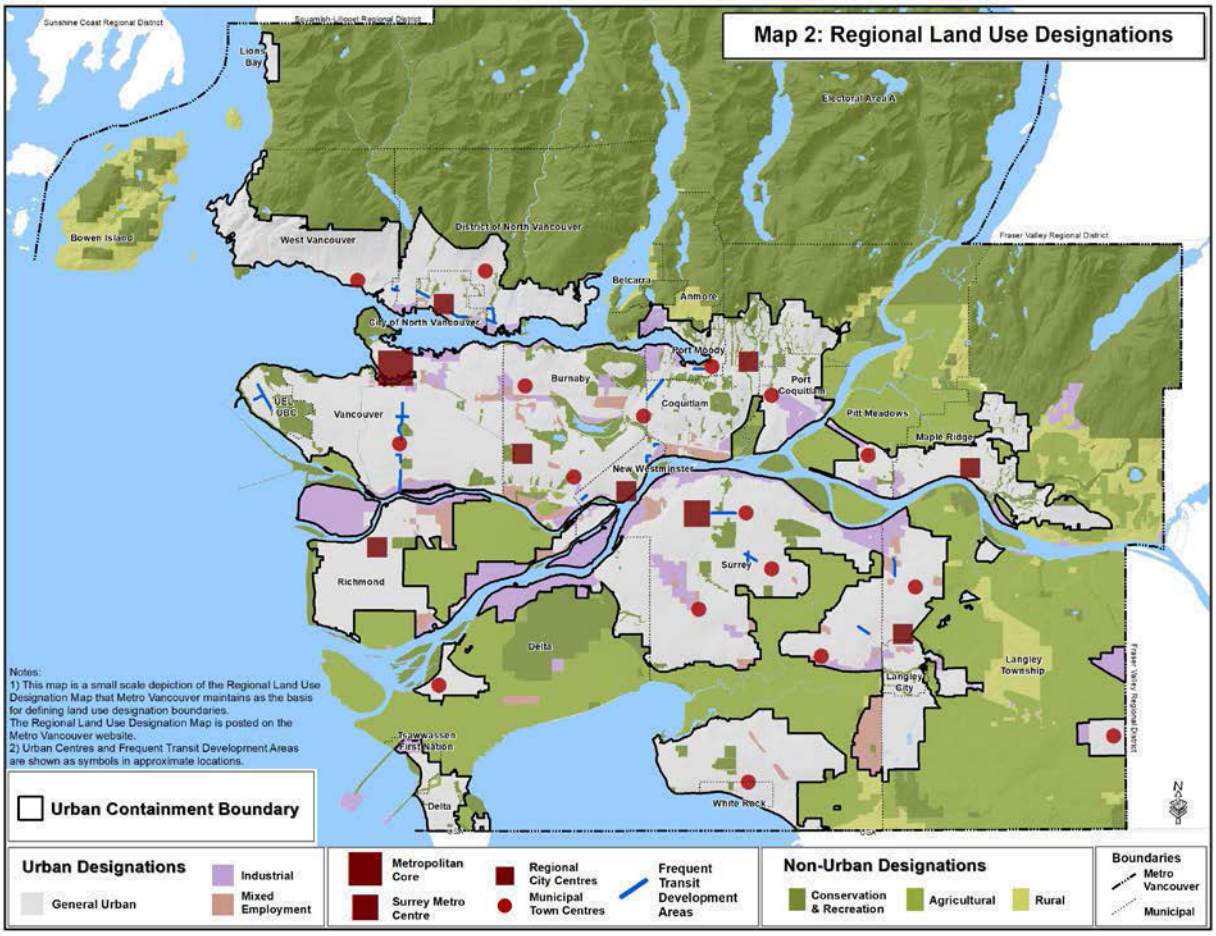
Prior to Amendment



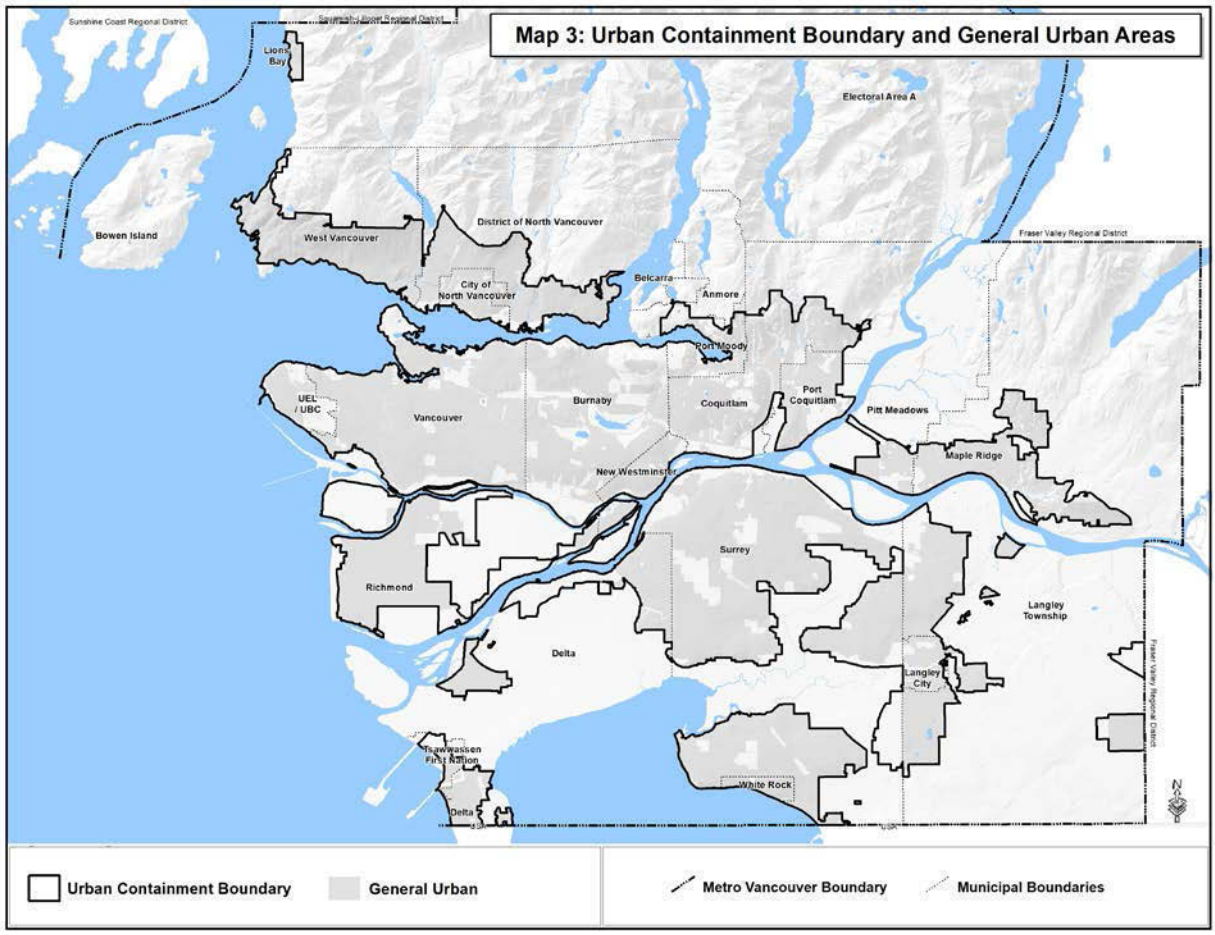
Post Amendment



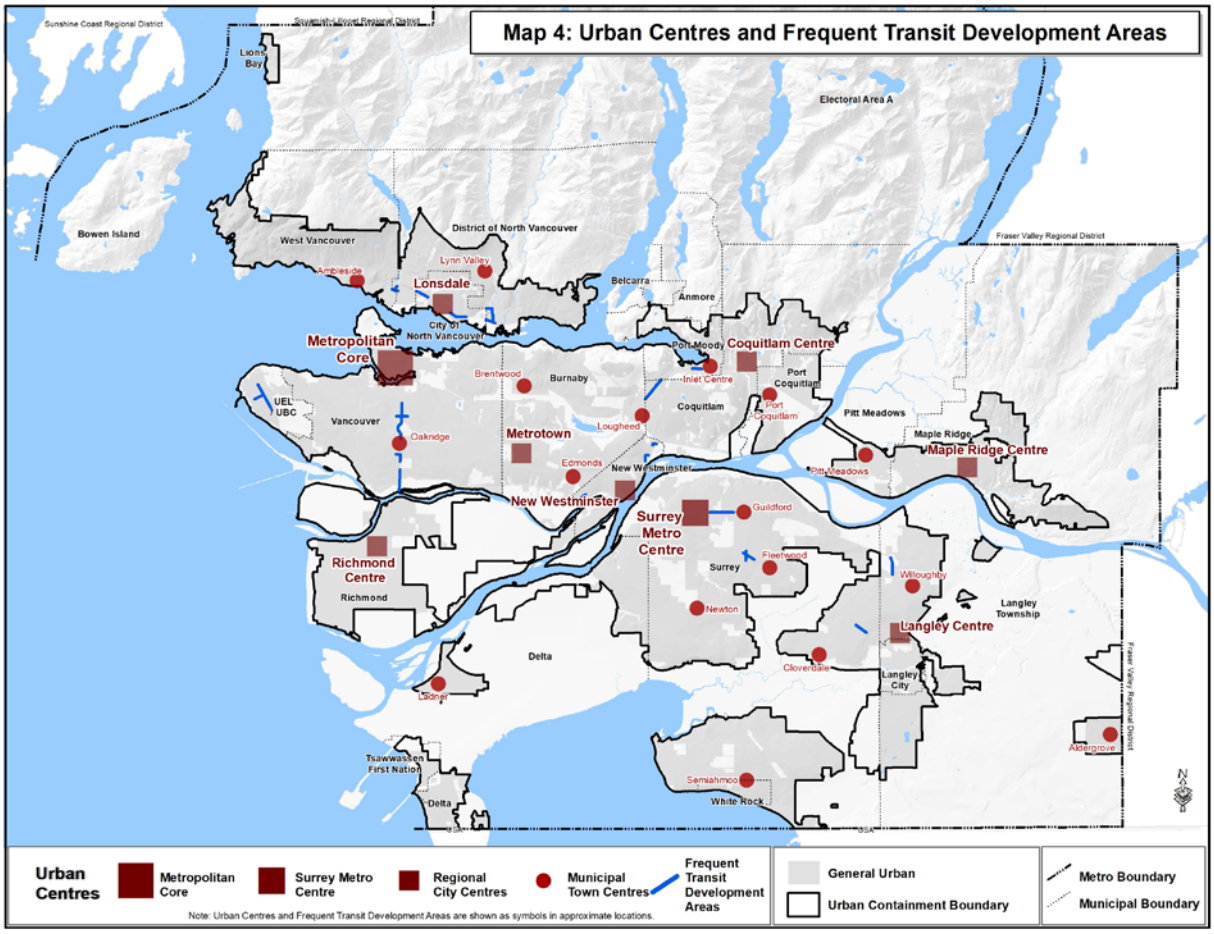
Map 2: Regional Land Use Designations



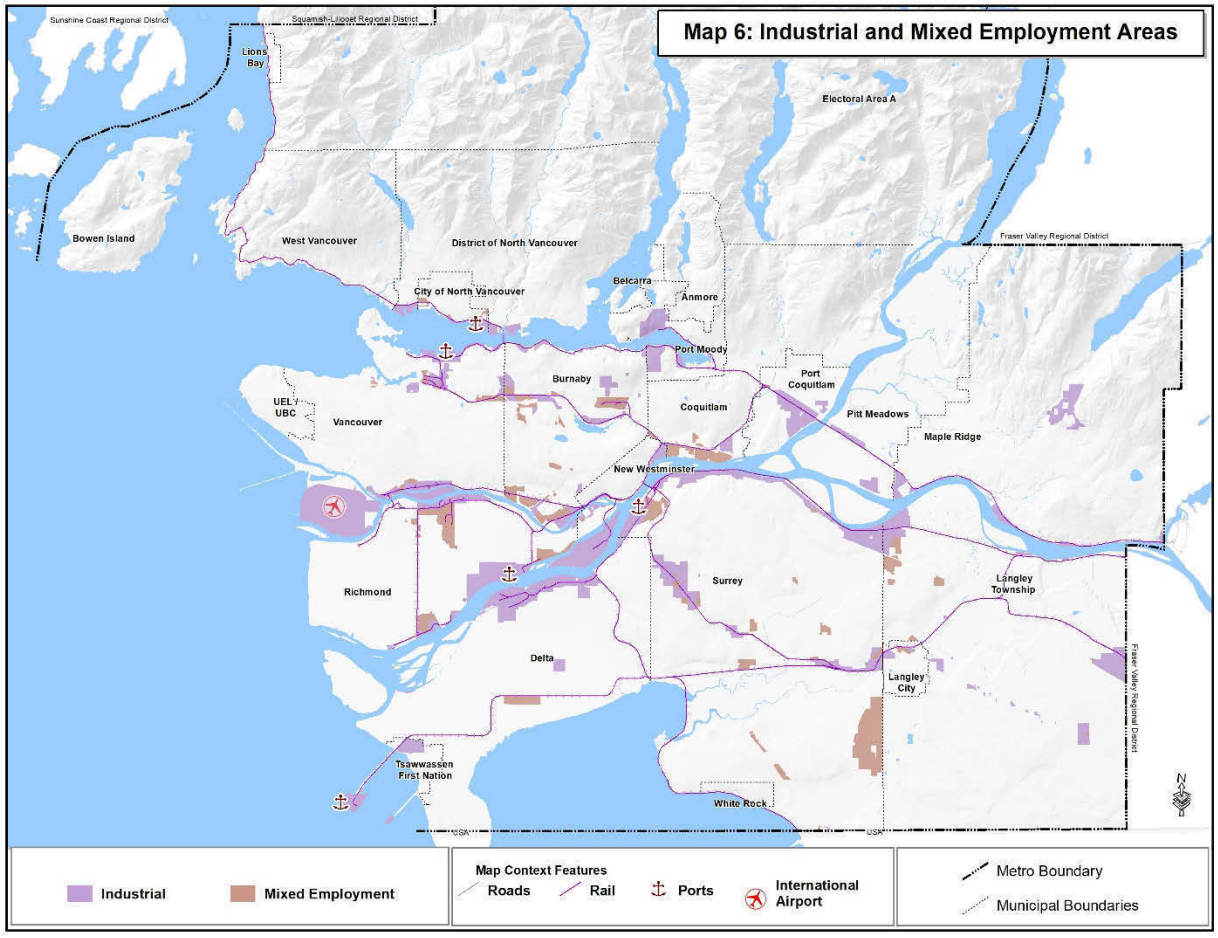
Map 3: Urban Containment Boundary and General Urban Areas



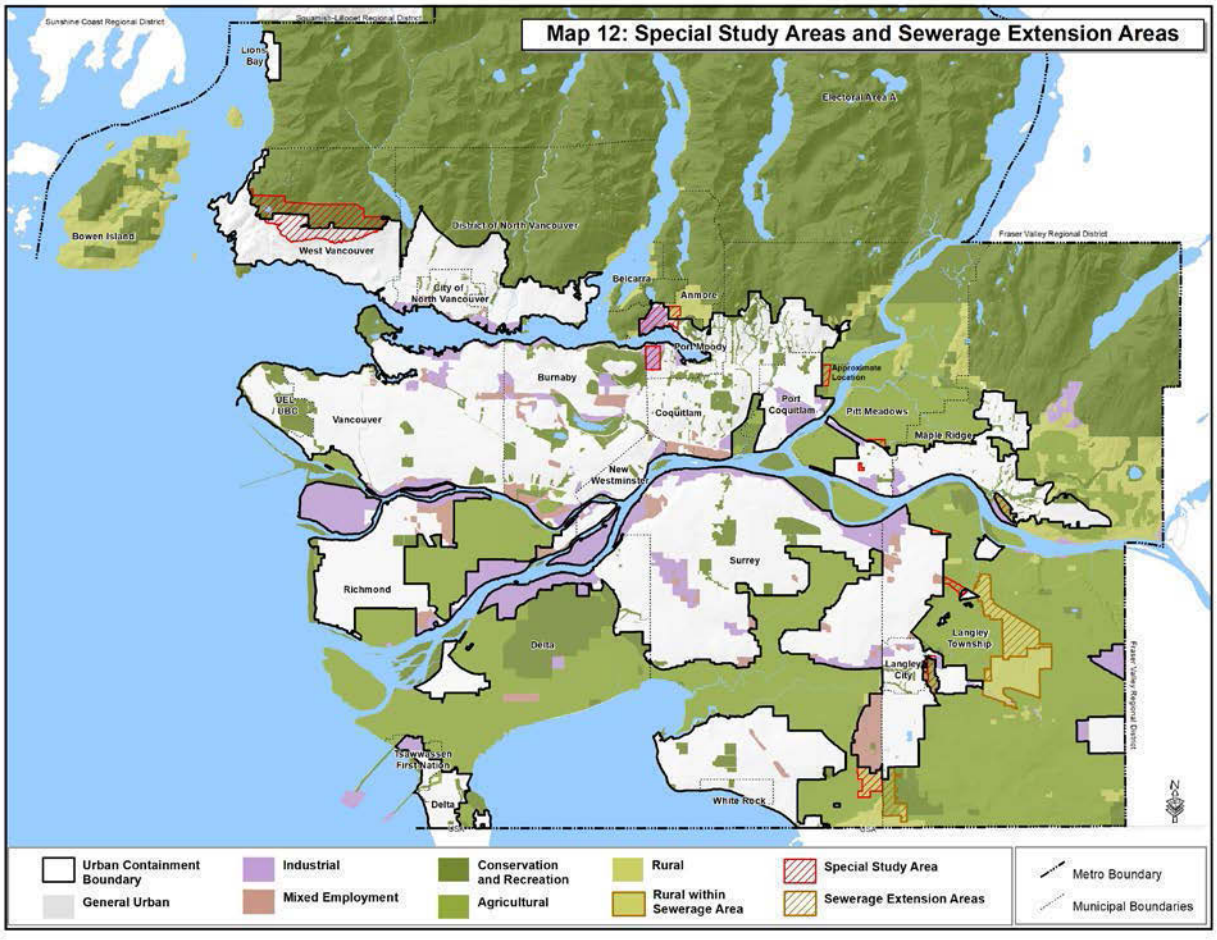
Map 4: Urban Centres and Frequent Transit Development Areas



Map 6: Industrial and Mixed Employment Areas



Map 12: Special Study Areas and Sewerage Extension Areas



SQUAMISH - LILLOOET
REGIONAL DISTRICT

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info@slrd.bc.ca www.slrd.bc.ca

December 15, 2021

Attn: Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovancouver.org; sean.galloway@metrovancouver.org

Dear Metro Vancouver Board,

Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights

---

The Squamish-Lillooet Regional District Board received letters advising of Metro Vancouver's initiation of Type 3 Minor Amendments to the regional growth strategy – Amendment Bylaw No. 1326, 2021; Amendment Bylaw No. 1327, 2021; and Amendment Bylaw No. 1328, 2021. It is understood that a Type 3 Minor Amendment only requires an affirmative 50% + 1 weighted vote of the MVRD Board at reach reading of the bylaw. The SLRD Board received the notification to affected local governments at the December 15, 2021 SLRD Board Meeting (see item 8.3 for staff report). The following resolutions were passed and are offered as comments:

> *THAT Information Report - Metro 2040 Amendments - Notification to Affected Local Governments be received.*
>
> *THAT staff advise the Metro Vancouver Regional District of the comments made by the Board during the discussion of this agenda item, specifically as follows:*
>
> - *the SLRD's interests are generally unaffected;*
> - *specific to the South Campbell Heights amendment application, it is interesting that an Urban Containment Boundary expansion/extension involving 223.7 hectares and the re-designation of 160.8 hectares from Rural to Mixed Employment is considered a Minor RGS Amendment (Type 3 Minor Amendment).*

Sincerely,

Claire Dewar
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD

City of Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road
Richmond, BC V6Y 2C1
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Fax No: 604-276-4332
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January 4, 2022

Sav Dhaliwal
Board Chair, Metro Vancouver
Metrotower III,
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Councillor Dhaliwal,

Re: Response to Metro Vancouver's Referrals About Amendments to the Metro 2040 Regional Growth Strategy Proposed by the City of Surrey Staff

This is to advise that Richmond City Council at its Special Council meeting held on December 15, 2021, considered the above matter and adopted the following resolution:

> ***That staff be directed to convey to the Metro Vancouver Regional District Board the City of Richmond's comments on the three Metro 2040 amendments proposed by the City of Surrey, as described in the Metro Vancouver requests of November 10, 2021, specifically that the City of Richmond:***
>
> ***(a) Has no objections to the proposal to amend the land use designation of 5510 – 180 Street from "Industrial" to "Mixed Employment" to accommodate a new Cloverdale Hospital;***
>
> ***(b) Has no objections to the proposal to amend the land use designation of 228 – 175A Street from "Mixed Employment" to "General Urban" to accommodate a mixed use development; and***
>
> ***(c) Objects to the proposed amendments for the area corresponding to the Revised Stage 1 South Campbell Heights Land Use Plan, in particular the extension of the Urban Containment Boundary.***

In relation to the South Campbell Heights area, Richmond's primary concern is the extension of the Urban Containment Boundary, which undermines efforts to accommodate and intensify industrial land in existing urban areas. A lack of clear emphasis on intensification of industrial land and the proposed designation as "Mixed Employment" rather than "Industrial" are important related concerns.

Greater effort from Metro Vancouver is required to work with member municipalities such as Surrey to find alternatives and examine ways to better utilize existing employment and industrial lands within the Urban Containment Boundary. To illustrate an example of encouraging better

utilization of industrial land, early in 2021, Richmond City Council adopted the Industrial Land and Intensification Initiative which included amendments to the City's Official Community Plan and Zoning Bylaw to allow and encourage taller, multi-storey industrial buildings. Richmond City Council would encourage other member municipalities to consider similar approaches rather than expansion of the Urban Containment Boundary into valuable conservation and agricultural land.

If you have any questions or require additional information, please do not hesitate to contact John Hopkins, Director, Policy Planning, at 604-276-4279.

Yours truly,

Malcolm D. Brodie
Mayor

Jonathan X. Coté
Mayor

January 6, 2022

Chair Sav Dhaliwal
Metro Vancouver Regional District
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board,

Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights

The City of New Westminster Council received three referrals from Metro Vancouver in relation to the City of Surrey's proposed amendments to the Regional Growth Strategy (RGS). At their regular meeting on December 13, 2021, Council passed a resolution that staff should send a letter with the City's comments on Surrey's proposed amendments to the Regional Growth Strategy land use designations for properties in the South Campbell Heights area.

The City has no objections to Surrey's requests to amend Metro 2040 to facilitate the development of the new Cloverdale Hospital and Cancer Centre or to enable the development of medium-density residential and commercial uses and an assisted living facility in the Douglas area. However, the City appreciates the opportunity to offer comment in relation to the proposed amendment pertaining to the South Campbell Heights area.

We appreciate that the South Campbell Heights area was identified in Metro 2040: Shaping Our Future as a Special Study Area. We understand that this reflects the fact that when the plan was adopted in 2011, Surrey already anticipated undertaking planning work, including the potential consideration of land use changes in the area. Some flexibility for changes within Special Study Areas is therefore appropriate.

However, the City of New Westminster is concerned that, on balance, the South Campbell Heights amendments being considered by the regional Board are not in alignment with the goals and policies of Metro 2040. The City has identified even greater misalignment between the South Campbell Heights RGS amendment proposal and the draft updated RGS, which more prominently features climate action and resilience than the current plan.

Office of the Mayor
Corporation of the City of New Westminster
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www.newwestcity.ca

It is challenging to draw hard lines against incremental expansion of urban land uses such as business parks. However, the Urban Containment Boundary is a critical tool for achieving our regional goals of climate protection and growth containment. Given the recognized capacity to accommodate jobs and housing within the existing urban areas of our region and the severity of the climate crisis, the bar for moving that boundary, even within a Special Study Area, needs to be very high.

In the case of South Campbell Heights, we respectfully suggest that the case for additional Mixed Employment lands is not strong enough to justify expanding the Urban Containment Boundary.

We reached this conclusion by considering:

- the climate implications of a significant net increase in urban lands and a net loss of non-urban lands – despite the proposed increase in Conservation and Recreation lands. Climate impacts include the increase in sprawl given the proposed expansion of employment-generating lands at the edge of the urban area, as well as from the loss of the resilience that non-urban lands provide, such as the protective effects of water filtration, carbon sequestration, etc.; and
- the precedent and likely increase in speculative pressure that a significant intrusion of the Urban Containment Boundary into non-urban areas could create.

Given Surrey's request for designation of these lands to Mixed Employment instead of to Industrial, we do not find that the amendments would necessarily add to the industrial land base of the region. This is particularly the case over the longer term, given the range of non-industrial uses permitted under the RGS designation of Mixed Employment.

We recognize that the City of Surrey has a much deeper understanding of its particular context than any neighbouring municipality, and we hesitate to weigh in on land use decisions being undertaken in another jurisdiction. However, we would suggest that, in the context of the climate emergency, we should encourage each other to share perspectives. This will enable local authorities in Metro Vancouver to continue an open dialogue about the best way to move forward as a region when regional land use changes are being considered. We offer these comments to the Regional District Board in the spirit of collaboration towards climate resilience and a livable region.

Respectfully,



Jonathan X. Coté
Mayor

cc. New Westminster City Council
Lisa Spitale, Chief Administrative Officer
Emilie K. Adin, Director of Climate Action, Planning and Development

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PORT MOODY
CITY OF THE ARTS

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January 12, 2022

File: 01-0480-20-03

Via email: chris.plagnol@metrovancouver.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: *Metro 2040* Land Use Designation Amendment Request – 228 175A Street, City of Surrey

At the Regular Council meeting held on January 11, 2022, Council considered the attached report dated December 6, 2021 from the Community Development Department – Policy Planning Division and passed the following resolution:

> *RC22/007 (Consent)*
> THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1326, 2021 as recommended in the report dated December 6, 2021 from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2040* Land Use Designation Amendment Request – 228 175A Street, City of Surrey.

Sincerely,

Tracey Takahashi
Deputy Corporate Officer

Encl.

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

January 14, 2022

Sav Dhaliwal
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal

RE: TransLink Response to Proposed *Metro 2040* Amendments for South Campbell Heights, 228 175A Street and Cloverdale Hospital

Thank you for your correspondence dated November 10, 2021 and the opportunity to provide input on the City of Surrey's requested amendments to the *Metro 2040* Regional Growth Strategy (RGS) for South Campbell Heights (SCH), 228 175A Street and Cloverdale Hospital. In response to these three amendments, TransLink has the following key comments.

Consistent with policy in the Regional Transportation Strategy, TransLink supports the location of major trip generating land uses within Urban Centres and Frequent Transit Development Areas (FTDAs), and along the Frequent Transit Network (FTN). We also support maximizing the intensification of growth to the greatest degree possible within the existing Urban Containment Boundary (UCB). Our Transit-Oriented Communities Design Guidelines speak further to how communities can be designed to be as supportive of transit and active transportation as possible.

Cloverdale Hospital

The Cloverdale Hospital site is located in close proximity to the Cloverdale Municipal Town Centre and to existing bus service, approximately 200 m south of a future Reliable and Fast transit corridor as proposed in Transport 2050 (T2050), the updated Regional Transportation Strategy expected to be approved by the end of January this year. From TransLink's perspective, this requested amendment is generally aligned with regional transportation goals, though it would be even more consistent with regional objectives for a major new hospital to be located within walking distance of the Surrey-Langley SkyTrain, and the subject site be retained as Industrial. Should the project proceed at the proposed location, it will be important for TransLink to be closely involved to ensure the facility and site are designed to enable excellent bus and cycling access.

South Campbell Heights and 228 175A Street

TransLink's assessment is that the requested amendments for these two sites overall do not align with regional transportation goals. Certain mitigations or measures might be considered (for instance, additional supporting bus service and strong transportation demand management measures), and if supported improve the sites accessibility for transit and active transportation; however, the cost-effectiveness of such measures may be limited.

During the development of T2050, TransLink worked with the City of Surrey and other regional partners to identify a proposed network of new Major Transit Network (MTN) corridors, including one directly connecting South Surrey and Langley via 24th Avenue. This line would help support sustainable transportation choices for the growth the City of Surrey was anticipating in their existing plans. Once implemented, the Campbell Heights area would benefit from reliable and fast transit service, although too far north of South Campbell Heights to provide direct rapid transit access to/from the site. Additional new connecting bus service could make transit a more viable option. Given the typical land use and infrastructure in these lower density employment areas and distance from regional centres, local transit service would likely be challenging to provide in an efficient and effective manner.

The 175A Street site is much farther south of the proposed 24th Avenue MTN. While the 175A Street site small in scale, a key concern with 175A Street is that the nature of the proposed housing, facilities, and jobs appears to be relevant for people more likely to be transit dependent.

Both the SCH and the 175A Street sites are also located far from a regionally designated Urban Centre or FTDA, and both are more than 800 m (an approximate 10-minute walk) of any existing or planned future transit service, and in some cases this distance is significantly more than 800 m.

TransLink recognizes that Metro Vancouver is facing a shortage of lands for port-related industrial uses and that the proposed redesignation of the SCH site to Mixed Employment would generate significant jobs for the region. The Mixed Employment designation, however, is a broad definition permitting a wide range of uses more likely than an Industrial designation to result in significant trips generation. When the time comes that existing Industrial designated lands in the region are at full capacity with no additional opportunities (including via intensification), then an Industrial designation focused on large format port-serving industries would from a transportation perspective be more compatible for SCH, rather than the broader range of uses permitted with Mixed Employment.

Conclusion

TransLink's key comments discussed above are provided based on our legislated mandate to review requested RGS amendments and advise Metro Vancouver on implications to the regional transportation system, and to provide a regional transportation system that supports the RGS. The Regional Transportation Strategy further directs TransLink to work with partner agencies toward aligned transportation and land use, with the RGS being of critical importance for regional transportation and land use alignment. Should you have any questions or wish to

discuss our feedback, please contact myself or Matt Craig, Director (acting), System Planning, at Matt.Craig@translink.ca.

Regards,



Sarah Ross
A/Vice President, Transportation and Land Use Planning, TransLink

cc: Kevin Quinn, CEO, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Neal Carley, General Manager, Parks and Environment, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

To: MVRD Board of Directors

From: Chris Plagnol, Director / Corporate Officer, Board and Information Services
Heather McNell, General Manager of Regional Planning and Housing Services

Date: January 17, 2022 Meeting Date: January 28, 2022

Subject: **Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey**

RECOMMENDATION

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey"; and
b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*.

EXECUTIVE SUMMARY

The MVRD Board has initiated a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, and given first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*. The amending bylaw would redesignate the property at 5510 180 Street in Surrey from its current regional land use designation of 'Industrial' to 'Mixed Employment' to allow for the construction of a new a hospital and cancer centre on the site. As required by the *Local Government Act* and *Metro 2040*, Metro Vancouver notified affected local governments and agencies of the proposed amendment. Five responses were received during the notification period, each expressing no objection to the amendment bylaw.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021* (Attachment 1).

BACKGROUND

At its October 29, 2021 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendment for the Cloverdale Hospital Site located at 5510 180 Street, amending approximately 9 hectares of land designated 'Industrial' to 'Mixed Employment';
b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021"; and

c) direct staff to notify affected local governments as per section 6.4.2 of Metro Vancouver 2040: Shaping our Future.

As directed, Metro Vancouver gave notice to affected local governments and agencies by way of a letter dated November 10, 2021, and requested that any written comments be provided by January 7, 2022. The amendment notice was also posted on the Metro Vancouver website. This report provides a summary of comments received and attaches the amendment bylaw for consideration of fourth and final reading and adoption by the MVRD Board.

PROPOSED *METRO 2040* REGIONAL LAND USE DESIGNATION AMENDMENT

On July 30, 2021, the City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* for the approximately 9-hectare property located at 5510 180 Street in Surrey. The proposed amendment would change the regional land use designation of the subject property from 'Industrial' to 'Mixed Employment' to allow for the proposed Cloverdale Hospital and Cancer Centre. A staff assessment of the application was provided to the Regional Planning Committee and MVRD Board at their respective meetings in October 2021 (Reference 1).

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS AND EXTERNAL AGENCIES

Metro Vancouver received correspondence in response to the notification of *Bylaw No. 1327, 2021* from the Squamish-Lillooet Regional District, City of Richmond, City of New Westminster, and City of Port Moody (Attachments 2 through 5). No objections to the proposed *Metro 2040* amendment were noted in the correspondence.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey"; and
   b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*.

2. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1327 – Cloverdale Hospital Site, City of Surrey";
   b) decline the requested amendment to *Metro 2040* for the Cloverdale Hospital Site and not proceed with *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*; and
   c) notify the City of Surrey of the MVRD Board's decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, the proposed amendment bylaw will be adopted. The City of Surrey will be notified of the decision and informed that its Council may proceed with final reading of the City's associated Official Community Plan amendment bylaw.

If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The City of Surrey may challenge the decision and a dispute resolution process may take place, as set out by the *Local Government Act*. Per Section 439(6) of the *Act*, the costs of this dispute resolution "are to be shared proportionally between the proposing board and the affected local governments that participate in the process on the basis of the converted value of land and improvements in their jurisdictions." As such, Metro Vancouver would be responsible for most of the associated costs with this process.

SUMMARY

The City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro 2040* for the property located at 5510 180 Street. The proposed amendment is to change the regional land use designation of the subject property from 'Industrial' to 'Mixed Employment' to allow for the construction of a new hospital and cancer centre. In October 2021, the MVRD Board initiated the amendment process and gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*. During the notification period, five comments were received from member jurisdictions and other affected governments or agencies, all indicating no objection to the proposed amendment. This report provides a summary of comments received and attaches the amendment bylaw for consideration of fourth and final reading and adoption by the MVRD Board.

Attachments *(50275498)*

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021*
2. Correspondence from Squamish-Lillooet Regional District, dated December 15, 2021, titled "Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights"
3. Correspondence from City of Richmond, dated January 4, 2022, titled "Re: Response to Metro Vancouver's Referrals About Amendments to the Metro 2040 Regional Growth Strategy Proposed by the City of Surrey Staff"
4. Correspondence from City of New Westminster, dated January 6, 2022, titled "Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights"
5. Correspondence from City of Port Moody, dated January 12, 2022, titled "Re: *Metro 2040* Land Use Designation Amendment Request – Cloverdale Hospital Site, City of Surrey"
6. Correspondence from TransLink, dated January 14, 2022, titled "TransLink Response to Proposed *Metro 2040* Amendments for South Campbell Heights, 228 175A Street and Cloverdale Hospital"

References

Report dated September 17, 2021, titled "*Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Surrey – Cloverdale Hospital Site", MVRD Board Regular Meeting, October 29, 2021

49075846

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1327, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:

   a) re-designating the subject site from 'Industrial' to 'Mixed Employment', as shown in Schedule "A"; and

   b) the official regional land use designation maps numbered 2, 6, and 12 are revised to record the change in regional land use designation, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is *"Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021"*. This bylaw may be cited as *"Regional Growth Strategy Amendment Bylaw No. 1327, 2021"*.

Schedules

3. The following Schedules are attached to and form part of this bylaw:
   Schedule "A"; and
   Schedule "B".

Read a first time this 29 day of OCTOBER, 2021.

Read a second time this 29 day of OCTOBER, 2021.

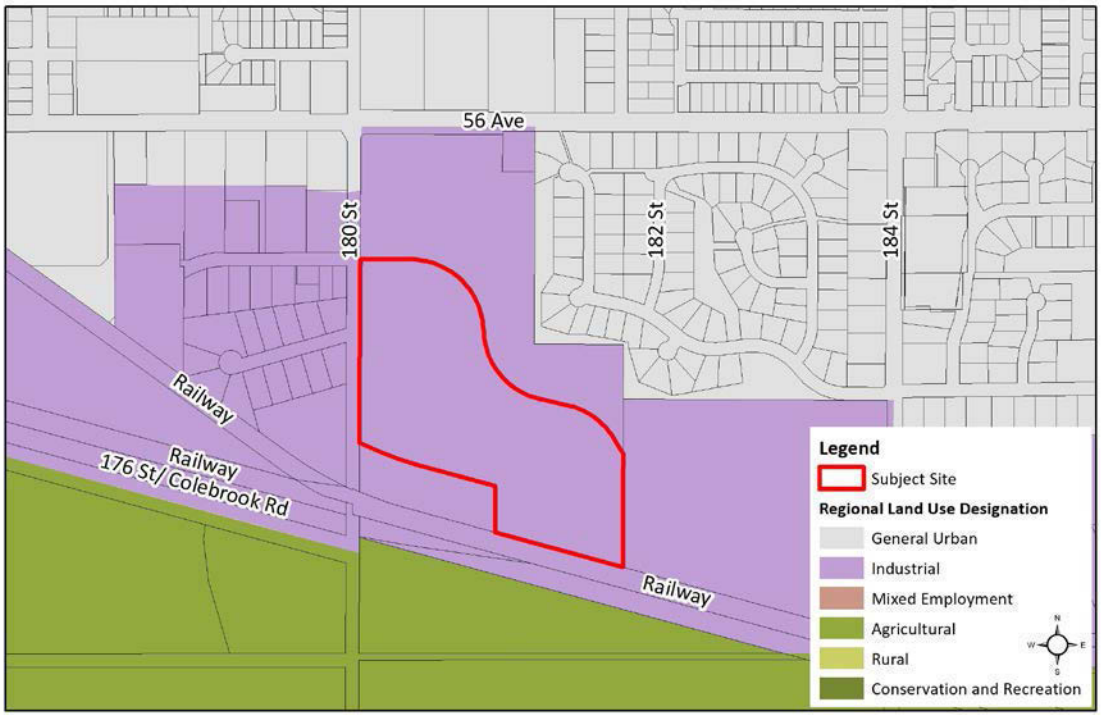
Read a third time this 29 day of OCTOBER, 2021.

Passed and finally adopted this _____ day of _____, _____.

Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

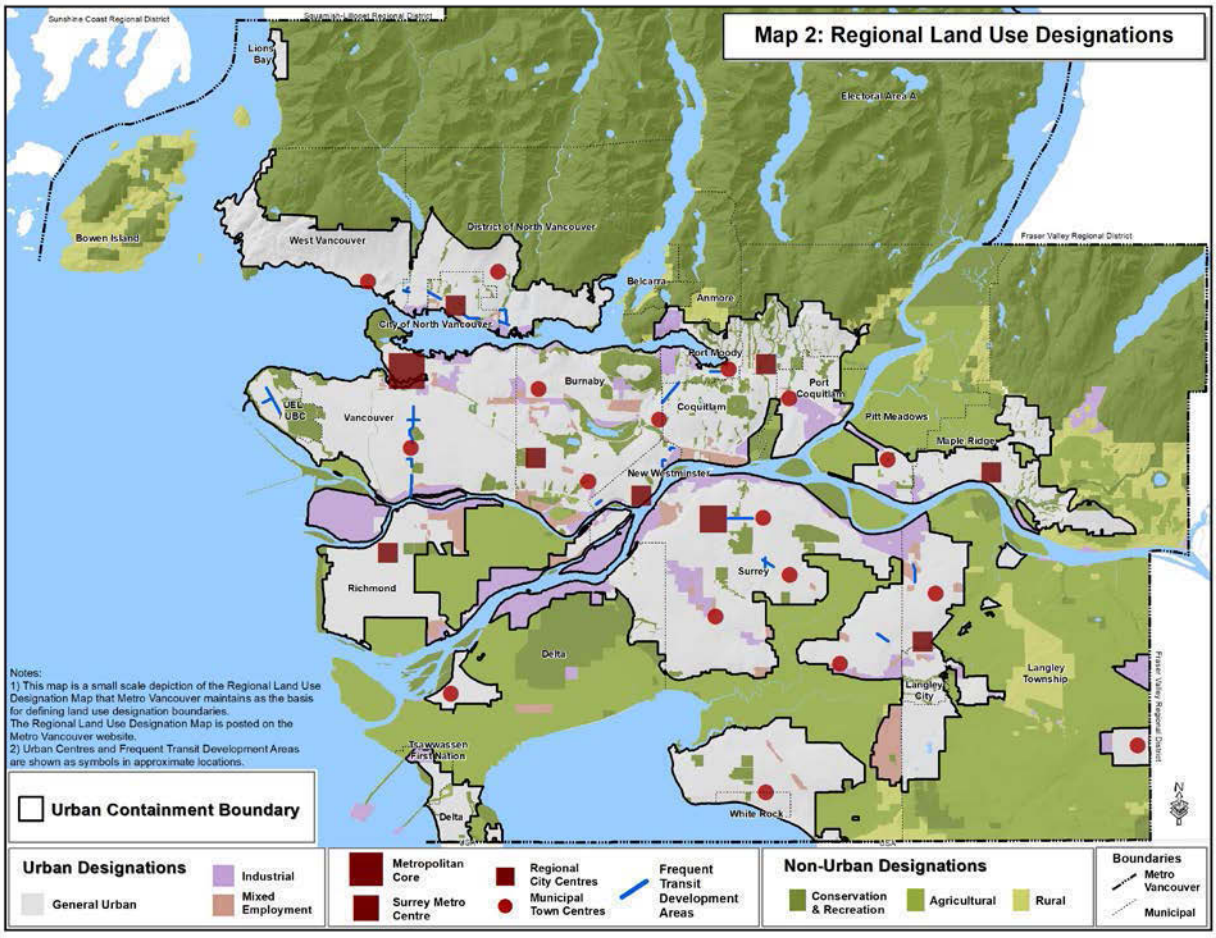
Prior to Amendment



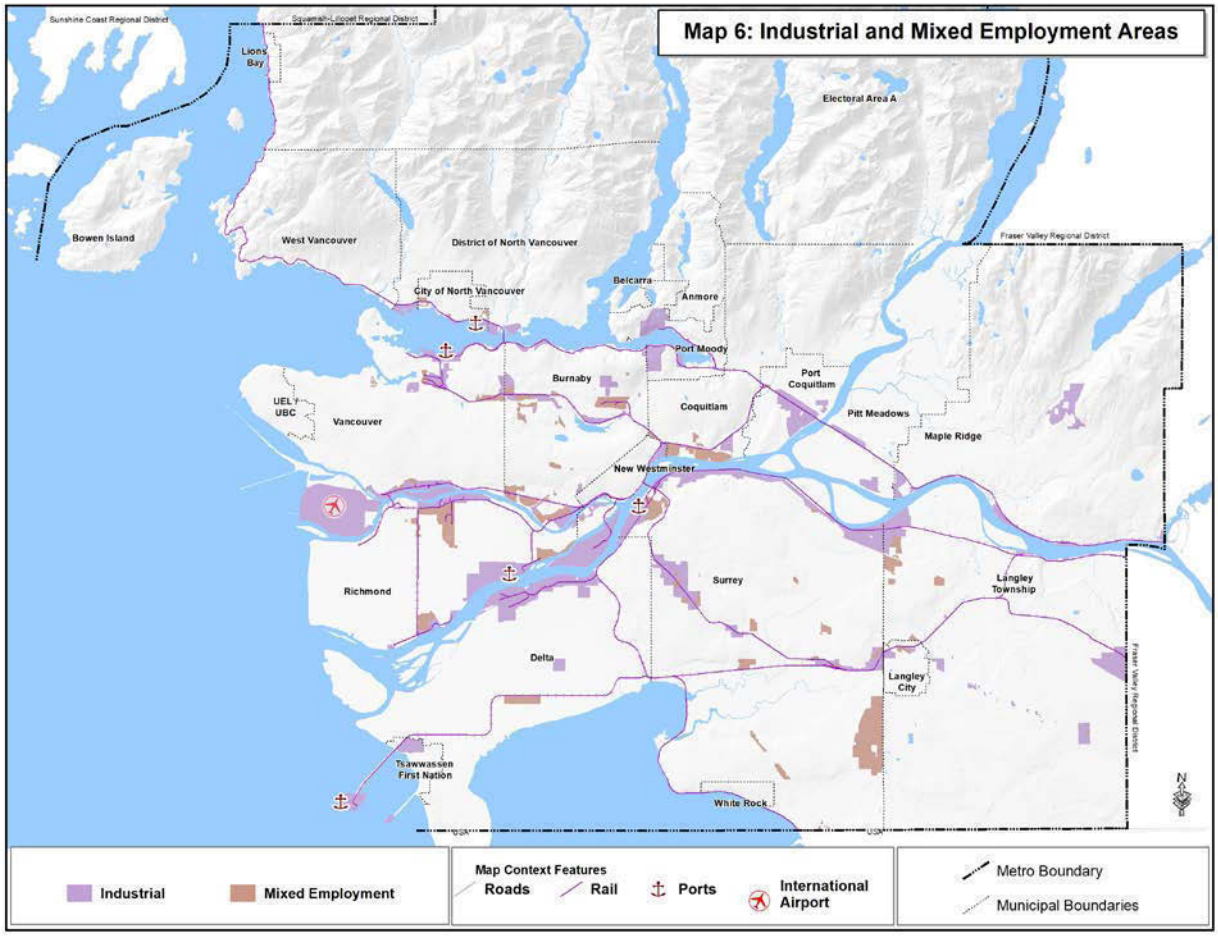
Post Amendment



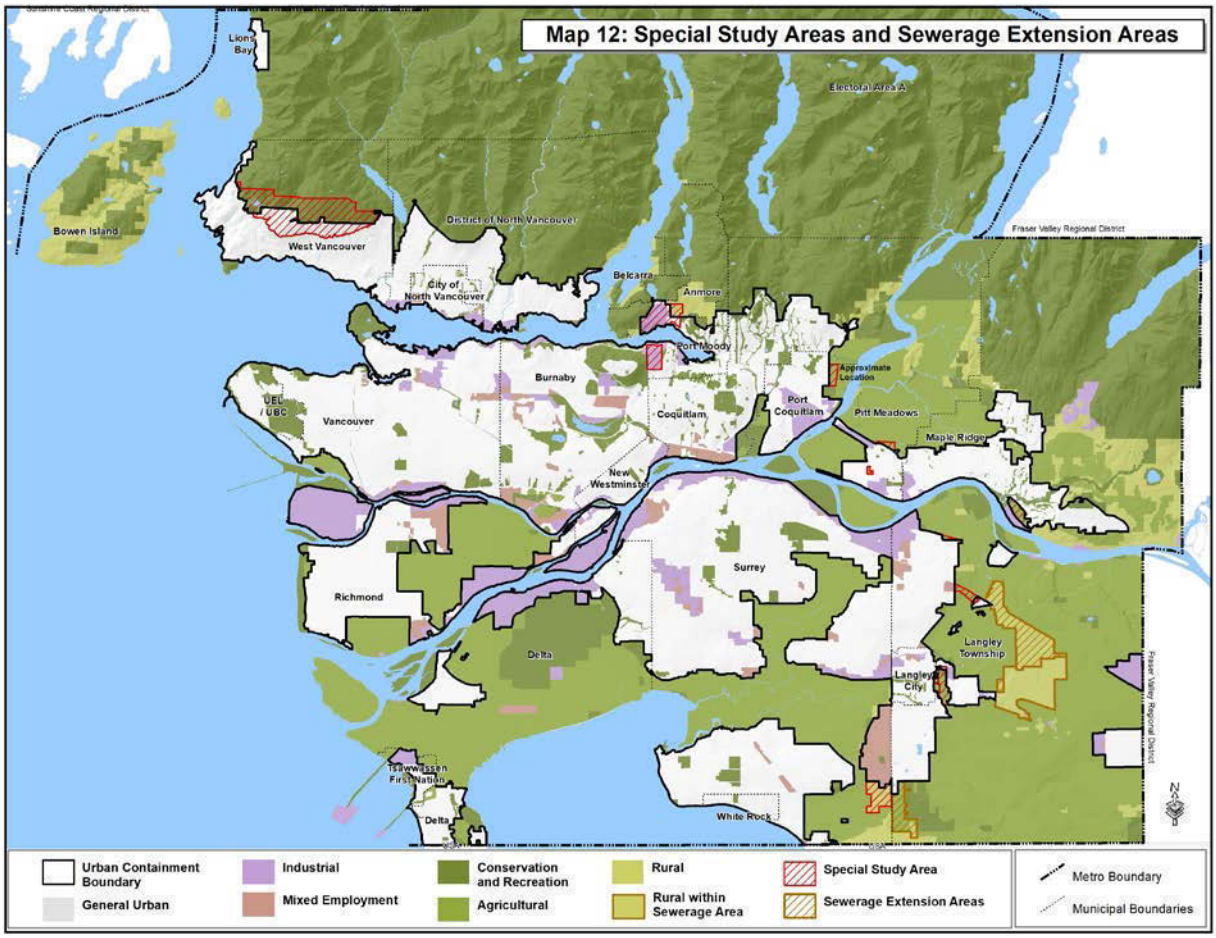
Map 2: Regional Land Use Designations



Map 6: Industrial and Mixed Employment Areas



Map 12: Special Study Areas and Sewerage Extension Areas



SQUAMISH - LILLOOET
REGIONAL DISTRICT

Box 219, 1350 Aster Street
Pemberton, BC V0N 2L0
P. 604-894-6371 TF. 800-298-7753
F. 604-894-6526
info@slrd.bc.ca www.slrd.bc.ca

December 15, 2021

Attn: Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovancouver.org; sean.galloway@metrovancouver.org

Dear Metro Vancouver Board,

Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights

---

The Squamish-Lillooet Regional District Board received letters advising of Metro Vancouver's initiation of Type 3 Minor Amendments to the regional growth strategy – Amendment Bylaw No. 1326, 2021; Amendment Bylaw No. 1327, 2021; and Amendment Bylaw No. 1328, 2021. It is understood that a Type 3 Minor Amendment only requires an affirmative 50% + 1 weighted vote of the MVRD Board at reach reading of the bylaw. The SLRD Board received the notification to affected local governments at the December 15, 2021 SLRD Board Meeting (see item 8.3 for staff report). The following resolutions were passed and are offered as comments:

> *THAT Information Report - Metro 2040 Amendments - Notification to Affected Local Governments be received.*
>
> *THAT staff advise the Metro Vancouver Regional District of the comments made by the Board during the discussion of this agenda item, specifically as follows:*
>
> - *the SLRD's interests are generally unaffected;*
> - *specific to the South Campbell Heights amendment application, it is interesting that an Urban Containment Boundary expansion/extension involving 223.7 hectares and the re-designation of 160.8 hectares from Rural to Mixed Employment is considered a Minor RGS Amendment (Type 3 Minor Amendment).*

Sincerely,

Claire Dewar
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD

City of Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

January 4, 2022

Sav Dhaliwal
Board Chair, Metro Vancouver
Metrotower III,
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Councillor Dhaliwal,

Re: Response to Metro Vancouver's Referrals About Amendments to the Metro 2040 Regional Growth Strategy Proposed by the City of Surrey Staff

This is to advise that Richmond City Council at its Special Council meeting held on December 15, 2021, considered the above matter and adopted the following resolution:

> ***That staff be directed to convey to the Metro Vancouver Regional District Board the City of Richmond's comments on the three Metro 2040 amendments proposed by the City of Surrey, as described in the Metro Vancouver requests of November 10, 2021, specifically that the City of Richmond:***
>
> ***(a) Has no objections to the proposal to amend the land use designation of 5510 – 180 Street from "Industrial" to "Mixed Employment" to accommodate a new Cloverdale Hospital;***
>
> ***(b) Has no objections to the proposal to amend the land use designation of 228 – 175A Street from "Mixed Employment" to "General Urban" to accommodate a mixed use development; and***
>
> ***(c) Objects to the proposed amendments for the area corresponding to the Revised Stage 1 South Campbell Heights Land Use Plan, in particular the extension of the Urban Containment Boundary.***

In relation to the South Campbell Heights area, Richmond's primary concern is the extension of the Urban Containment Boundary, which undermines efforts to accommodate and intensify industrial land in existing urban areas. A lack of clear emphasis on intensification of industrial land and the proposed designation as "Mixed Employment" rather than "Industrial" are important related concerns.

Greater effort from Metro Vancouver is required to work with member municipalities such as Surrey to find alternatives and examine ways to better utilize existing employment and industrial lands within the Urban Containment Boundary. To illustrate an example of encouraging better

utilization of industrial land, early in 2021, Richmond City Council adopted the Industrial Land and Intensification Initiative which included amendments to the City's Official Community Plan and Zoning Bylaw to allow and encourage taller, multi-storey industrial buildings. Richmond City Council would encourage other member municipalities to consider similar approaches rather than expansion of the Urban Containment Boundary into valuable conservation and agricultural land.

If you have any questions or require additional information, please do not hesitate to contact John Hopkins, Director, Policy Planning, at 604-276-4279.

Yours truly,

Malcolm D. Brodie
Mayor

Jonathan X. Coté
Mayor

January 6, 2022

Chair Sav Dhaliwal
Metro Vancouver Regional District
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board,

Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights

The City of New Westminster Council received three referrals from Metro Vancouver in relation to the City of Surrey's proposed amendments to the Regional Growth Strategy (RGS). At their regular meeting on December 13, 2021, Council passed a resolution that staff should send a letter with the City's comments on Surrey's proposed amendments to the Regional Growth Strategy land use designations for properties in the South Campbell Heights area.

The City has no objections to Surrey's requests to amend Metro 2040 to facilitate the development of the new Cloverdale Hospital and Cancer Centre or to enable the development of medium-density residential and commercial uses and an assisted living facility in the Douglas area. However, the City appreciates the opportunity to offer comment in relation to the proposed amendment pertaining to the South Campbell Heights area.

We appreciate that the South Campbell Heights area was identified in Metro 2040: Shaping Our Future as a Special Study Area. We understand that this reflects the fact that when the plan was adopted in 2011, Surrey already anticipated undertaking planning work, including the potential consideration of land use changes in the area. Some flexibility for changes within Special Study Areas is therefore appropriate.

However, the City of New Westminster is concerned that, on balance, the South Campbell Heights amendments being considered by the regional Board are not in alignment with the goals and policies of Metro 2040. The City has identified even greater misalignment between the South Campbell Heights RGS amendment proposal and the draft updated RGS, which more prominently features climate action and resilience than the current plan.

Office of the Mayor
Corporation of the City of New Westminster
511 Royal Avenue, New Westminster, BC • Canada V3L 1H9 T (604) 527 4522 F (604) 527 4594
www.newwestcity.ca

It is challenging to draw hard lines against incremental expansion of urban land uses such as business parks. However, the Urban Containment Boundary is a critical tool for achieving our regional goals of climate protection and growth containment. Given the recognized capacity to accommodate jobs and housing within the existing urban areas of our region and the severity of the climate crisis, the bar for moving that boundary, even within a Special Study Area, needs to be very high.

In the case of South Campbell Heights, we respectfully suggest that the case for additional Mixed Employment lands is not strong enough to justify expanding the Urban Containment Boundary.

We reached this conclusion by considering:

- the climate implications of a significant net increase in urban lands and a net loss of non-urban lands – despite the proposed increase in Conservation and Recreation lands. Climate impacts include the increase in sprawl given the proposed expansion of employment-generating lands at the edge of the urban area, as well as from the loss of the resilience that non-urban lands provide, such as the protective effects of water filtration, carbon sequestration, etc.; and
- the precedent and likely increase in speculative pressure that a significant intrusion of the Urban Containment Boundary into non-urban areas could create.

Given Surrey's request for designation of these lands to Mixed Employment instead of to Industrial, we do not find that the amendments would necessarily add to the industrial land base of the region. This is particularly the case over the longer term, given the range of non-industrial uses permitted under the RGS designation of Mixed Employment.

We recognize that the City of Surrey has a much deeper understanding of its particular context than any neighbouring municipality, and we hesitate to weigh in on land use decisions being undertaken in another jurisdiction. However, we would suggest that, in the context of the climate emergency, we should encourage each other to share perspectives. This will enable local authorities in Metro Vancouver to continue an open dialogue about the best way to move forward as a region when regional land use changes are being considered. We offer these comments to the Regional District Board in the spirit of collaboration towards climate resilience and a livable region.

Respectfully,



Jonathan X. Coté
Mayor

cc. New Westminster City Council
Lisa Spitale, Chief Administrative Officer
Emilie K. Adin, Director of Climate Action, Planning and Development

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Corporation of the City of New Westminster
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PORT MOODY
CITY OF THE ARTS

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January 12, 2022

File: 01-0480-20-03

Via email: chris.plagnol@metrovancouver.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: *Metro 2040* Land Use Designation Amendment Request – Cloverdale Hospital Site, City of Surrey

At the Regular Council meeting held on January 11, 2022, Council considered the attached report dated December 6, 2021 from the Community Development Department – Policy Planning Division and passed the following resolution:

> *RC22/007 (Consent)*
> THAT Metro Vancouver be notified that the City of Port Moody has no objections to the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1327, 2021 as recommended in the report dated December 6, 2021 from the Community Development Department – Policy Planning Division regarding Notification of *Metro 2040* Land Use Designation Amendment Request – Cloverdale Hospital Site, City of Surrey.

Sincerely,

Tracey Takahashi
Deputy Corporate Officer

Encl.

TransLink
400 - 287 Nelson's Court
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translink.ca

South Coast British Columbia
Transportation Authority

January 14, 2022

Sav Dhaliwal
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal

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Cloverdale Hospital

The Cloverdale Hospital site is located in close proximity to the Cloverdale Municipal Town Centre and to existing bus service, approximately 200 m south of a future Reliable and Fast transit corridor as proposed in Transport 2050 (T2050), the updated Regional Transportation Strategy expected to be approved by the end of January this year. From TransLink's perspective, this requested amendment is generally aligned with regional transportation goals, though it would be even more consistent with regional objectives for a major new hospital to be located within walking distance of the Surrey-Langley SkyTrain, and the subject site be retained as Industrial. Should the project proceed at the proposed location, it will be important for TransLink to be closely involved to ensure the facility and site are designed to enable excellent bus and cycling access.

South Campbell Heights and 228 175A Street

TransLink's assessment is that the requested amendments for these two sites overall do not align with regional transportation goals. Certain mitigations or measures might be considered (for instance, additional supporting bus service and strong transportation demand management measures), and if supported improve the sites accessibility for transit and active transportation; however, the cost-effectiveness of such measures may be limited.

During the development of T2050, TransLink worked with the City of Surrey and other regional partners to identify a proposed network of new Major Transit Network (MTN) corridors, including one directly connecting South Surrey and Langley via 24th Avenue. This line would help support sustainable transportation choices for the growth the City of Surrey was anticipating in their existing plans. Once implemented, the Campbell Heights area would benefit from reliable and fast transit service, although too far north of South Campbell Heights to provide direct rapid transit access to/from the site. Additional new connecting bus service could make transit a more viable option. Given the typical land use and infrastructure in these lower density employment areas and distance from regional centres, local transit service would likely be challenging to provide in an efficient and effective manner.

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TransLink recognizes that Metro Vancouver is facing a shortage of lands for port-related industrial uses and that the proposed redesignation of the SCH site to Mixed Employment would generate significant jobs for the region. The Mixed Employment designation, however, is a broad definition permitting a wide range of uses more likely than an Industrial designation to result in significant trips generation. When the time comes that existing Industrial designated lands in the region are at full capacity with no additional opportunities (including via intensification), then an Industrial designation focused on large format port-serving industries would from a transportation perspective be more compatible for SCH, rather than the broader range of uses permitted with Mixed Employment.

Conclusion

TransLink's key comments discussed above are provided based on our legislated mandate to review requested RGS amendments and advise Metro Vancouver on implications to the regional transportation system, and to provide a regional transportation system that supports the RGS. The Regional Transportation Strategy further directs TransLink to work with partner agencies toward aligned transportation and land use, with the RGS being of critical importance for regional transportation and land use alignment. Should you have any questions or wish to

discuss our feedback, please contact myself or Matt Craig, Director (acting), System Planning, at Matt.Craig@translink.ca.

Regards,



Sarah Ross
A/Vice President, Transportation and Land Use Planning, TransLink

cc: Kevin Quinn, CEO, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Neal Carley, General Manager, Parks and Environment, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

To: MVRD Board of Directors

From: Chris Plagnol, Director / Corporate Officer, Board and Information Services
Heather McNell, General Manager of Regional Planning and Housing Services

Date: January 17, 2022 Meeting Date: January 28, 2022

Subject: **Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey**

RECOMMENDATION

That the MVRD Board:

a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey"

BYLAW FOR CONSIDERATION

That the MVRD Board:

b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*.

EXECUTIVE SUMMARY

The MVRD Board has initiated a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future*, the regional growth strategy, and given first, second and third readings to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*. The amending bylaw would extend the Urban Containment Boundary by 223.7 hectares and redesignate lands with a 'Rural' regional land use designation within a Special Study Area to: 'Mixed Employment' (160.8 ha); 'Conservation and Recreation' (55.5 ha); and 'Agricultural' (12.1 ha). It would also redesignate 13.4 hectares of existing 'Mixed Employment' designated lands within the Urban Containment Boundary to 'Conservation and Recreation'. As required by the *Local Government Act* and *Metro 2040*, Metro Vancouver notified affected local governments and agencies of the proposed amendment. Eight responses were received from affected local governments and agencies, one response was received from Semiahmoo First Nation, and two memoranda were provided by Metro Vancouver utilities. Comments are attached to the report and summarized below.

PURPOSE

To provide the MVRD Board with a summary of comments received as a result of the notification to affected local governments and agencies and an opportunity to consider adoption of *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021* (Attachment 1).

BACKGROUND

At its October 29, 2021 meeting, the MVRD Board passed the following resolution:

That the MVRD Board:

a) initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;

b) give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021";

c) direct staff to notify affected local governments as per section 6.4.2 of Metro Vancouver 2040: Shaping our Future; and

d) direct staff to notify and seek comment from local First Nations on the proposed Metro 2040 amendment.

Metro Vancouver gave notice to affected local governments, local First Nations and agencies by way of a letter dated November 10, 2021 and requested that any written comments be provided by January 7, 2022. The amendment notice was also posted on the Metro Vancouver website. This report provides the comments received and attaches the amendment bylaw for consideration of final reading and adoption by the MVRD Board.

PROPOSED *METRO 2040* REGIONAL LAND USE DESIGNATION AMENDMENT

On July 30, 2021, the City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro Vancouver 2040: Shaping our Future (Metro 2040)* for the area corresponding with the South Campbell Heights Stage 1 Land Use Plan in Surrey. The proposed amendment would extend the Urban Containment Boundary by 223.7 hectares and redesignate the lands from a regional lands use designation of 'Rural' within a Special Study Area to a mix of 'Mixed Employment', 'Conservation and Recreation', and 'Agricultural', and also redesignate 13.4 hectares of existing 'Mixed Employment' designated lands to 'Conservation and Recreation'. A staff assessment of the application was provided to the Regional Planning Committee and MVRD Board at their respective meetings in October 2021 (Reference 1).

At the October 8, 2021 meeting, Regional Planning Committee members expressed support for increasing employment lands, given the shortage in the region, as well as the site's location in relation to the goods movement network and the existing North Campbell Heights development. In addition, Committee members recognized the Special Study Area overlay for the lands, which indicates contemplated land use change after additional municipal planning work. The Committee members recognized the additional protection of nearly 70 hectares of land adjacent to the Little Campbell River by designating them 'Conservation and Recreation' in *Metro 2040*. However, four areas of concern were raised: a lack of environmental studies, limited First Nations engagement, the broad nature of the uses permitted by 'Mixed Employment' land use designation, and extension of the Urban Containment Boundary south of 16 Avenue

In advance of the MVRD Board meeting on October 28, 2021, the City of Surrey, as the proponent of the amendment application, submitted additional information in response to the four areas of concern raised by the members of the Regional Planning Committee. This correspondence was not received in time for inclusion in the October 28th MVRD Board meeting agenda, but is appended to this report as Attachment 2.

COMMENTS FROM AFFECTED LOCAL GOVERNMENTS

Metro Vancouver has received correspondence in response to the notification of *Bylaw No. 1328, 2021* from eight affected local governments and agencies: City of Surrey, Squamish-Lillooet Regional District (SLRD), City of Richmond, City of New Westminster, City of Port Moody, TransLink, District of North Vancouver and City of Pitt Meadows (Attachments 3 through 8, and 12 and 13). The comments reflect a mixture of support (one), concern (two), and opposition (five), as follows:

- The City of Surrey (Attachment 3) indicates that "staff are currently in consultation with First Nation representatives and are coordinating to undertake updates to environmental, archaeological, traditional use and drainage studies, which will be completed in 2022."
- The SLRD (Attachment 4) advises that its interests are generally unaffected and note that "it is interesting that an Urban Containment Boundary expansion / extension involving 223.7 hectares and the re-designation of 160.8 hectares from 'Rural' to 'Mixed Employment' is considered a Minor RGS Amendment (Type 3 Minor Amendment).
- The City of Richmond (Attachment 5) notes that its "primary concern is the extension of the Urban Containment Boundary, which undermines efforts to accommodate and intensify industrial land in existing urban areas. A lack of clear emphasis on intensification of industrial land and the proposed designation as 'Mixed Employment' rather than 'Industrial' are important related concerns." Richmond's correspondence encourages Metro Vancouver and its member jurisdictions to "find alternatives and examine ways to better utilize existing employment and industrial lands within the Urban Containment Boundary."
- The City of New Westminster (Attachment 6) suggests that "the case for additional Mixed Employment lands is not strong enough to justify expanding the Urban Containment Boundary," noting potential climate impacts, speculative pressures, and the range of non-industrial uses permitted under the *Metro 2040* Mixed Employment designation.
- The City of Port Moody (Attachment 7) opposes the proposed amendment "for reasons of upholding the urban containment boundary and environmental protection, and concern for lack of consultation with the Semiahmoo First Nation.
- TransLink (Attachment 8) concludes that the requested amendment does not align with regional transportation goals and that mitigating measures (such as supporting bus service or TDM) will not be cost-effective. TransLink expresses concern that South Campbell Heights is "located far from a regionally designated Urban Centre or FTDA" and is "more than 800 m (an approximate 10-minute walk) of any existing or planned future transit service, and in some cases this distance is significantly more than 800 m." Moreover, the broad range of uses permitted by the Mixed Employment designation could mean significantly higher trip-generation rates compared with the Industrial designation.
- The District of North Vancouver Council adopted a resolution in opposition to the proposed amendment as "it is contrary to the goal of *Metro 2040* to minimize expansion of the Urban Containment Boundary, encourages sprawl and impacts transportation" (Attachment 12).
- The City of Pitt Meadows suggests that the regional land use designation should be Industrial, not Mixed Employment to reduce speculation and avoid commercial sprawl, and that environmental studies should precede Phase II of the land use plan. In addition, the City expresses concerns about ensuring sufficient infrastructure upgrades and transportation plans for 16th Avenue (Attachment 13).

Comments from First Nations

At the October 28, 2021 Board meeting, the Board amended the staff recommendations to include notification and an opportunity to comment from local First Nations on the proposed *Metro 2040* amendment. This, in part, was in response to concerns that the Semiahmoo First Nation had not been engaged with adequately. Metro Vancouver received a response from Semiahmoo First Nation (Attachment 9) voicing opposition to the amendment.

Semiahmoo First Nation's concerns include:

- A lack of consultation on the expansion of the Urban Containment Boundary;
- Cumulative impacts of industrial development on Traditional lands and resources (including disturbing archaeological sites and remains);
- Environment impacts on the Little Campbell River and Boundary Bay (e.g. setting back efforts to reduce pollutants so that Boundary Bay shellfish may again be safely consumed); and
- Semiahmoo's access to municipal services (sanitary, water, transportation) and economic development opportunities.

Comments from the Public and External Organizations

Metro Vancouver also received 177 communications from the public and external organizations regarding the proposed amendment, all expressing opposition. The following concerns recur throughout the public comments:

- Concerns about increased greenhouse gas emissions;
- Significant negative environmental impacts (watershed, animal habitat and tree loss);
- Loss of potential park space;
- Loss of rural and agricultural land;
- Negative impacts to the local transportation network and lack of transit in the area for future employees; and
- Loss of jobs (e.g. film industry).

Comments from Metro Vancouver Liquid Waste Services and Water Services

The October 2021 staff report evaluating the proposed amendment's alignment with *Metro 2040* noted the importance of the Urban Containment Boundary for supporting the efficient provision of urban infrastructure, including utilities, and that the regional impacts of this proposed amendment on regional sewerage and water infrastructure required additional analysis. The MVRD Board requested that staff undertake additional assessment and report back. As a result, both Liquid Waste Services and Water Services staff prepared memoranda in response to the proposed amendment. (Attachments 10 & 11).

Liquid Waste Services performed a preliminary investigation of sewer servicing considerations and note that:

- The South Campbell Heights area is currently not within the Fraser Sewerage Area (FSA).
- If the amendment is approved, the City of Surrey will need to submit an FSA amendment request to the GVS&DD for technical review and GVS&DD Board consideration.
- Subsequent to an approved FSA amendment, Surrey will need to submit Form 35C – Application to Extend Sewer and Drainage System – outlining details of each sewer extension.

- Liquid waste servicing capacity under dry weather conditions is available within the existing system.
- Liquid waste servicing capacity under wet weather conditions in the South Surrey Interceptor is already challenged due to high Inflow and Infiltration (I&I) contributions. Additional flow from this development will compound the challenges the system is already experiencing.
- It is recommended that the City of Surrey review their system and implement I&I reduction measures elsewhere in their system that could help reduce I&I overall.
- Currently planned and potential additional capital works will likely need to be accelerated to address future growth and help to reduce the impact of wet weather conditions. This has impacts to all members of the FSA.

Water Services reviewed the proposed amendment and note the following concerns:

- The current GVWD system is not developed to provide a direct connection to this area. To maintain the efficiency of the GVWD system, the City of Surrey would be required to supply water to this area from the portion of their system that is fed from the Clayton Reservoir.
- The Brookswood Aquifer does provide a source of drinking water to some GVWD members thus offsetting the total demand on the GVWD system. It is vitally important that protections are put in place so this aquifer is not subject to contamination.
- Expanding the Urban Containment Boundary will increase overall system water demands. The GVWD and its regional partners are focused on maintaining affordability within the region by reducing overall system demands, especially during the crucial summer months. Any new unplanned demands may impact the timing of large growth projects.
- This amendment counters regional water conservation efforts and may affect GVWD's ability to defer major capital projects.

This information is provided as additional context for the Board's consideration.

ALTERNATIVES

1. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey"

   BYLAW FOR CONSIDERATION

   That the MVRD Board:
   b) pass and finally adopt *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*.

2. That the MVRD Board:
   a) receive for information the comments from the affected local governments and agencies as presented in the report dated January 17, 2022, titled "Regional Growth Strategy Amendment Bylaw No. 1328 – South Campbell Heights, City of Surrey";
   b) decline the requested amendment to *Metro 2040* for South Campbell Heights and not proceed with *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*; and
   c) notify the City of Surrey of the MVRD Board's decision.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, the amendment bylaw will be adopted and *Metro 2040* will be updated accordingly. The City of Surrey will be notified of the decision and informed that its Council may proceed with final reading of the City's associated Official Community Plan amendment bylaw. Surrey will be requested to submit an amended RCS for consideration by the MVRD Board at its earliest opportunity to align the OCP and RGS and to reflect the approved amendment.

Given the concerns noted above from regional utilities, the City of Surrey will also be requested to provide the following information to GVWD:

- Results from any water demand modeling studies along with GVWD supply points;
- Peak demand from this development as well as an outline of Surrey infrastructure improvements that will ensure water is supplied from approved GVWD supply points; and
- Any information on efforts to reduce summer water use in this development to meet the regional need for reduced summer consumption. This could include plans for alternative sources for summer irrigation needs or greywater reuse systems.

In addition, as part of the GVS&DD sewer area amendment application, the City of Surrey will be requested to commit to provide sufficient I&I reduction in the system upstream of the proposed connection to the SSI, required to offset the additional loading. Given the uncertainty of the future sanitary loading from the development at this time, additional review to assess impacts will also be required. It will be expected that this development will utilize advanced onsite green infrastructure and advanced stormwater management techniques and tools, as well as potable water conservation to minimize the impact of the development.

If the MVRD Board chooses Alternative 2, the *Metro 2040* amendment will not proceed. The City of Surrey would be notified. Surrey may challenge the decision and a dispute resolution process may take place, as set out by the *Local Government Act*. Per Section 439(6) of the *Act*, the costs of this dispute resolution "are to be shared proportionally between the proposing board and the affected local governments that participate in the process on the basis of the converted value of land and improvements in their jurisdictions." As such, Metro Vancouver would be responsible for most of the associated costs of this process.

SUMMARY

The City of Surrey submitted a request to Metro Vancouver for a Type 3 minor amendment to *Metro 2040* for the South Campbell Heights area. The requested amendment includes an extension of the Urban Containment Boundary by 223.7 hectares and the redesignation of: lands with a 'Rural' regional land use designation within a Special Study Area to a mix of 'Mixed Employment', 'Conservation and Recreation', and 'Agricultural'; and 13.4 hectares of 'Mixed Employment' lands within the Urban Containment Boundary to 'Conservation and Recreation'.

In October 2021, the MVRD Board initiated the amendment process and gave first, second, and third reading to *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*. Eight comments were received from affected local governments, articulating a mixture of opposition, concern and support. One letter was received from the Semiahmoo First Nation, in opposition. Comment memos were also provided by Metro Vancouver's Liquid Waste and Water Services Departments on the potential impacts to regional infrastructure.

Attachments (50271785)

1. *Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021*
2. Correspondence from City of Surrey, dated October 28, 2021, titled "Re: Regional Land Use Designation Amendment for South Campbell Heights"
3. Correspondence from City of Surrey, dated December 22, 2021, titled "Re: Corporate Report No. 2021-R247: Comments on Proposed *Metro 2040* Regional Growth Strategy Amendment for the Area Corresponding with the Stage 1 South Campbell Heights Land Use Plan"
4. Correspondence from Squamish-Lillooet Regional District, dated December 15, 2021, titled "Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights"
5. Correspondence from City of Richmond, dated January 4, 2022, titled "Re: Response to Metro Vancouver's Referrals About Amendments to the *Metro 2040* Regional Growth Strategy Proposed by the City of Surrey Staff"
6. Correspondence from City of New Westminster, dated January 6, 2022, titled "Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights"
7. Correspondence from City of Port Moody, dated January 12, 2022, titled "Re: *Metro 2040* Land Use Designation Amendment Request – South Campbell Heights, City of Surrey"
8. Correspondence from TransLink, dated January 14, 2022, titled "TransLink Response to Proposed *Metro 2040* Amendments for South Campbell Heights, 228 175A Street and Cloverdale Hospital"
9. Correspondence from Semiahmoo First Nation, dated January 10, 2022, titled "Re: Concerns and Comments about the Metro Vancouver 2040 "Shaping our Future" – Land Use Designation Amendment request from the City of Surrey for the South Campbell Heights Area"
10. Memorandum from Metro Vancouver Liquid Waste Services, dated December 15, 2021, titled "RE: Sewer Servicing Considerations for South Campbell Heights in Surrey"
11. Memorandum from Metro Vancouver Water Services, dated December 12, 2021, titled "Regional Growth Strategy Amendment Request – South Campbell Heights"
12. Correspondence from District of North Vancouver, dated January 18, 2022, titled "Re: City of Surrey Propose to Amend the Regional Growth Strategy"
13. Correspondence from City of Pitt Meadows, dated January 13, 2022, titled "Re: Metro 2040: Shaping our Future Land Use Designation Amendment Requests from the City of Surrey"

References

Report dated October 8, 2021, titled "*Metro Vancouver 2040: Shaping our Future* Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights", MVRD Board Regular Meeting, October 29, 2021

49076269

METRO VANCOUVER REGIONAL DISTRICT
REGIONAL GROWTH STRATEGY AMENDMENT BYLAW NO. 1328, 2021
A Bylaw to Amend "Greater Vancouver Regional District Regional Growth Strategy Bylaw Number 1136, 2010"

WHEREAS:

A. The Metro Vancouver Regional District Board (the "Board") adopted the *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* on July 29, 2011;

NOW THEREFORE the Board of the Metro Vancouver Regional District enacts as follows:

1. The *Greater Vancouver Regional District Regional Growth Strategy Bylaw No. 1136, 2010* is hereby amended as follows:

   a) re-designating portions of the subject properties from 'Rural' to 'Mixed Employment', re-designating portions of the subject properties from 'Rural' to 'Conservation and Recreation', re-designating portions of the subject properties from 'Rural' to 'Agricultural', re-designating portions of the subject properties from 'Mixed Employment' to 'Conservation and Recreation', removing the Special Study Area, and adjusting the Urban Containment Boundary, as shown in Schedule "A"; and

   b) the official regional land use designation maps numbered 2, 3, 4, 5, 6, 7, 8, 9, 11, and 12 are revised to record the changes in regional land use designation, removal of the Special Study Area, and adjustments to the Urban Containment Boundary, as shown in the maps contained in Schedule "B".

Citation

2. The official citation for this bylaw is *"Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021"*. This bylaw may be cited as *"Regional Growth Strategy Amendment Bylaw No. 1328, 2021"*.

Schedules

3. The following Schedules are attached to and form part of this bylaw:
   Schedule "A"; and
   Schedule "B".

Read a first time this 29 day of OCTOBER, 2021.

Read a second time this 29 day of OCTOBER, 2021.

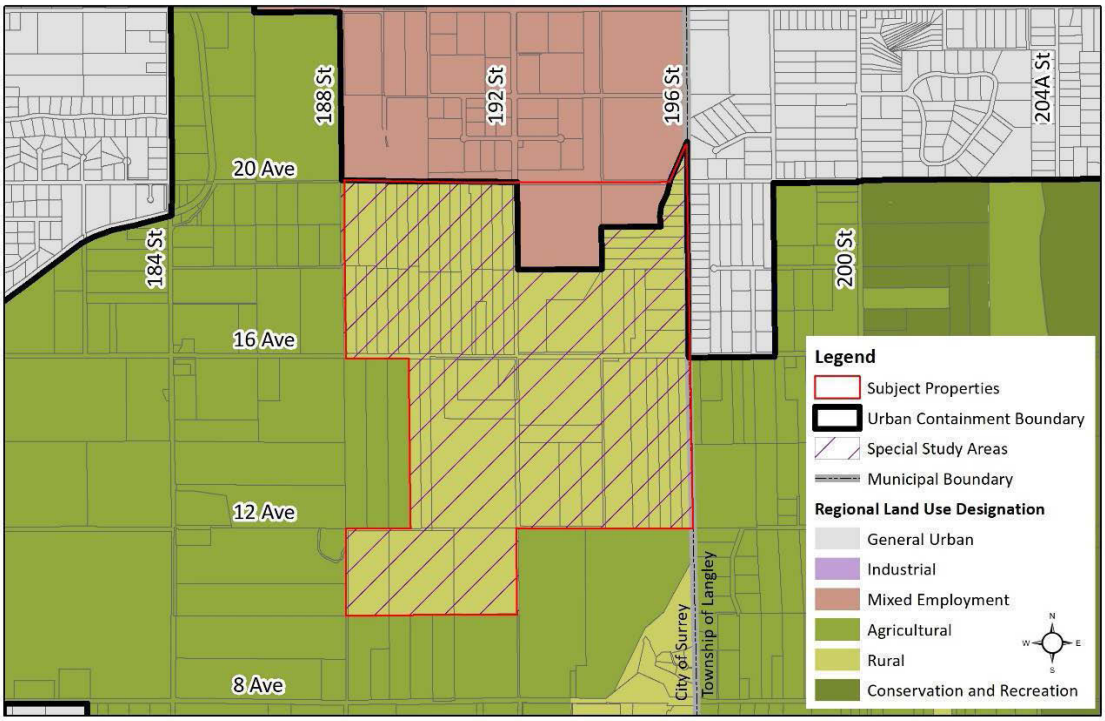
Read a third time this 29 day of OCTOBER, 2021.

Passed and finally adopted this _____ day of _____, _____.

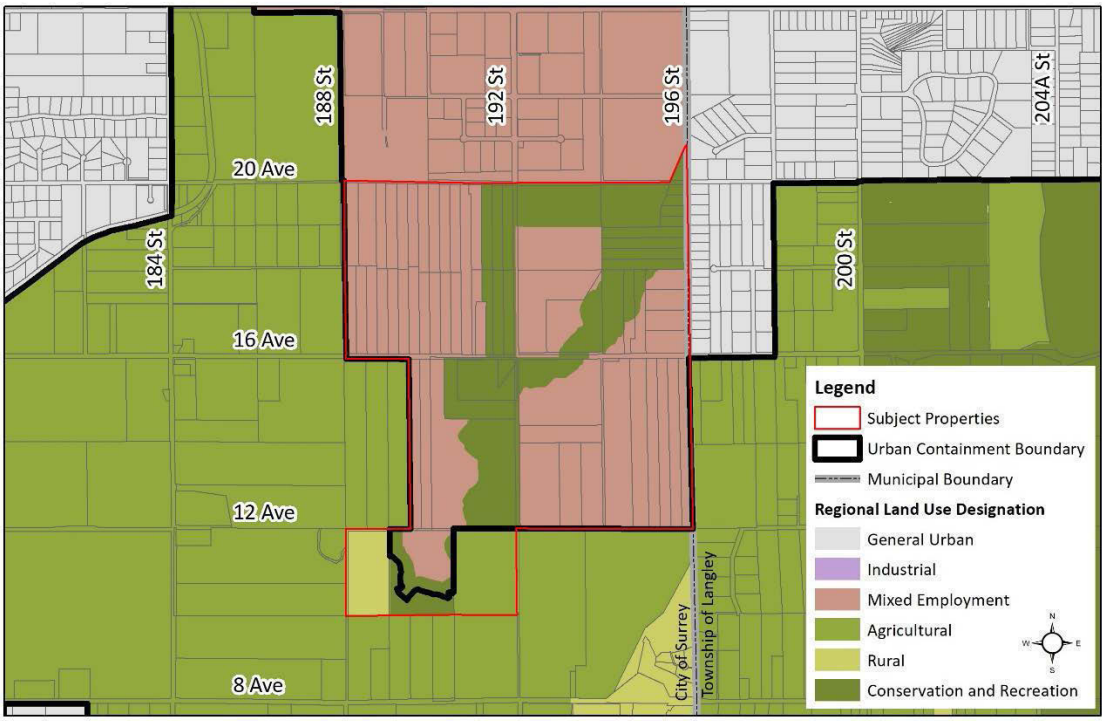
Sav Dhaliwal, Chair

Chris Plagnol, Corporate Officer

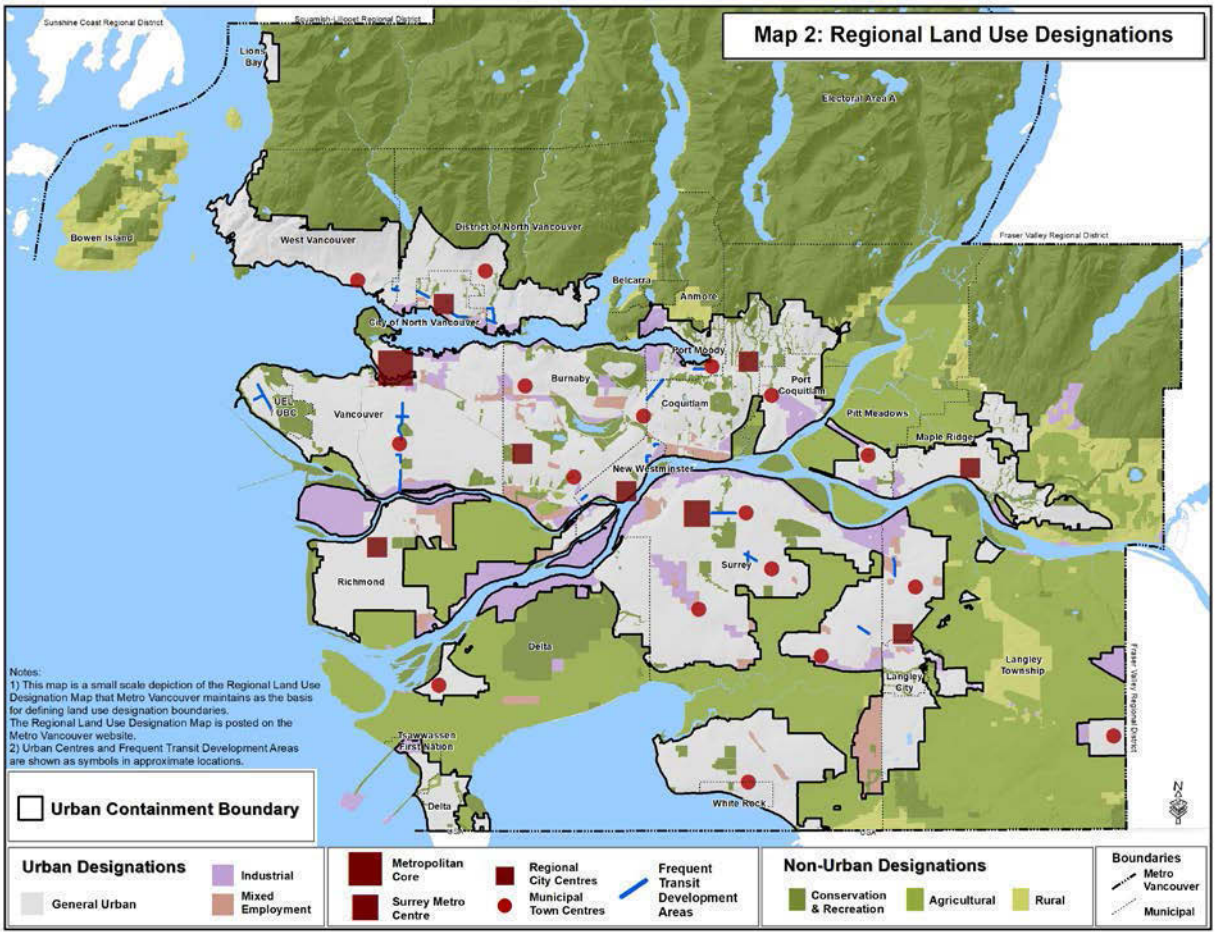
Prior to Amendment



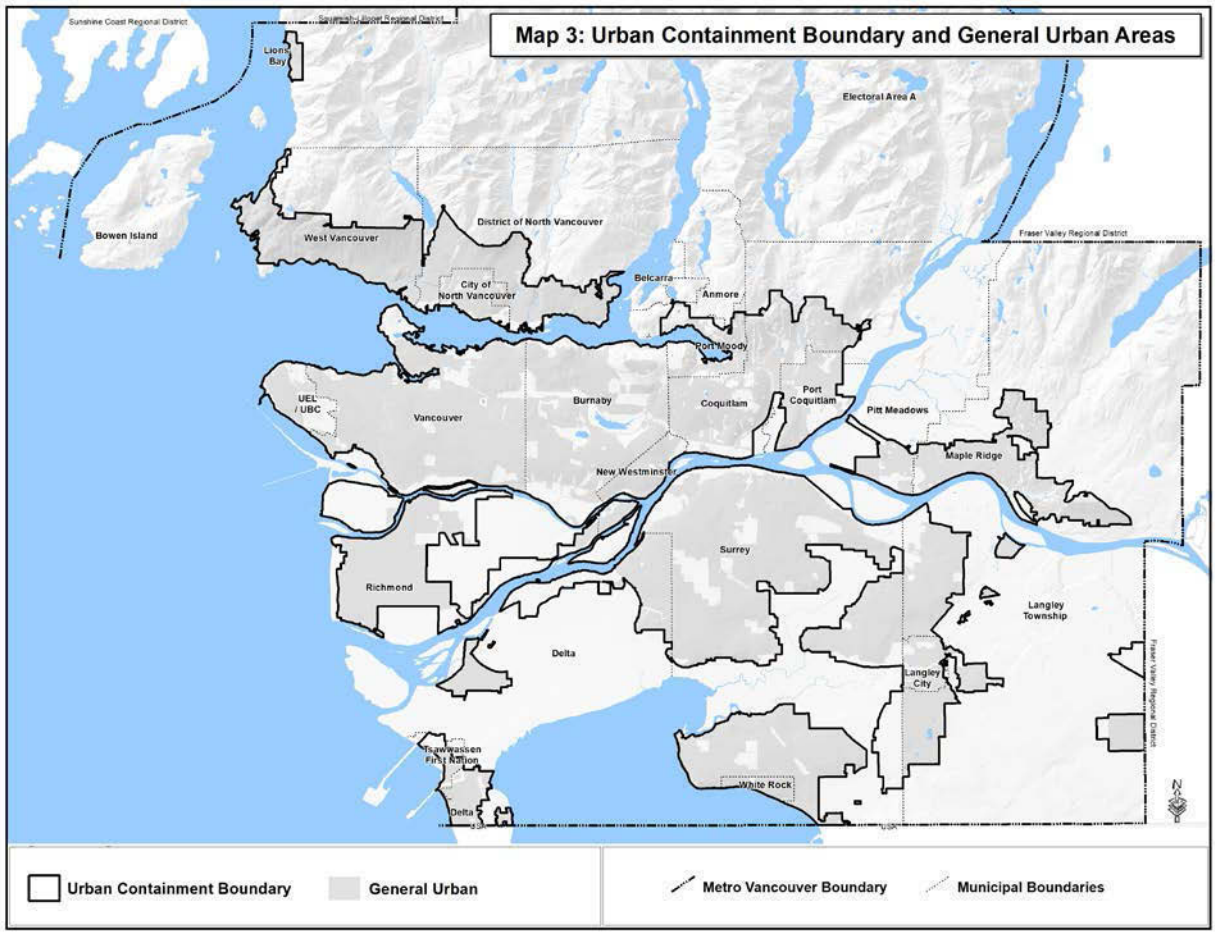
Post Amendment



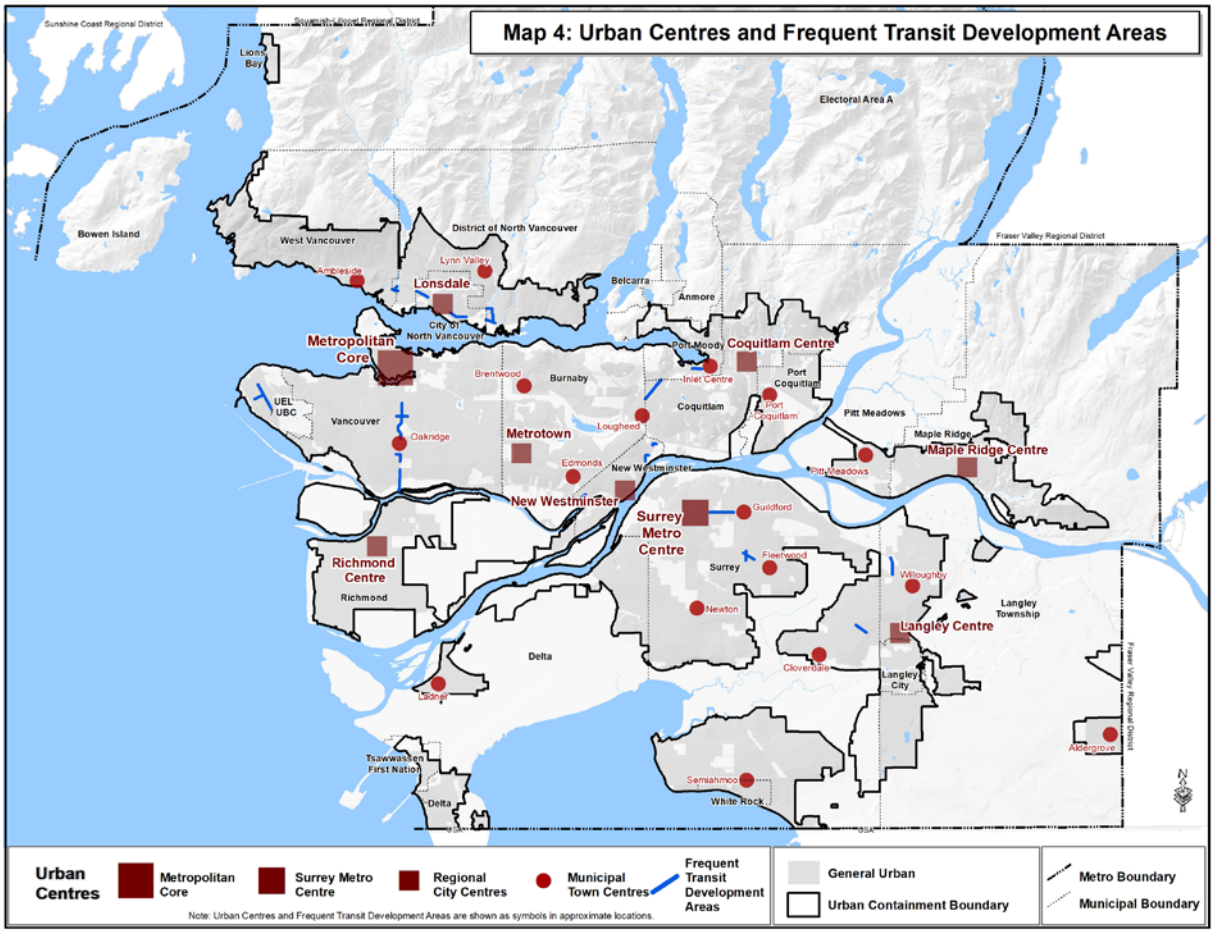
Map 2: Regional Land Use Designations



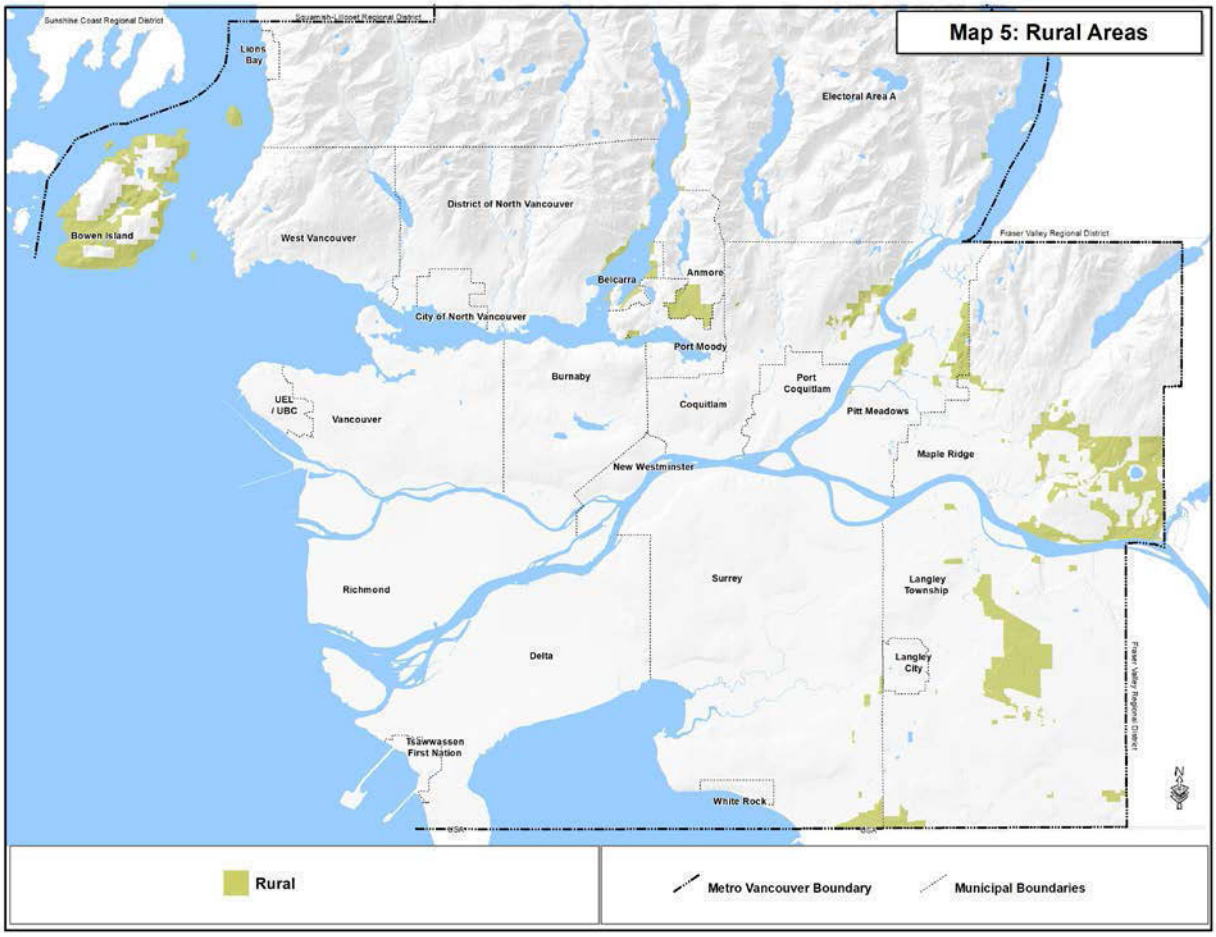
Map 3: Urban Containment Boundary and General Urban Areas



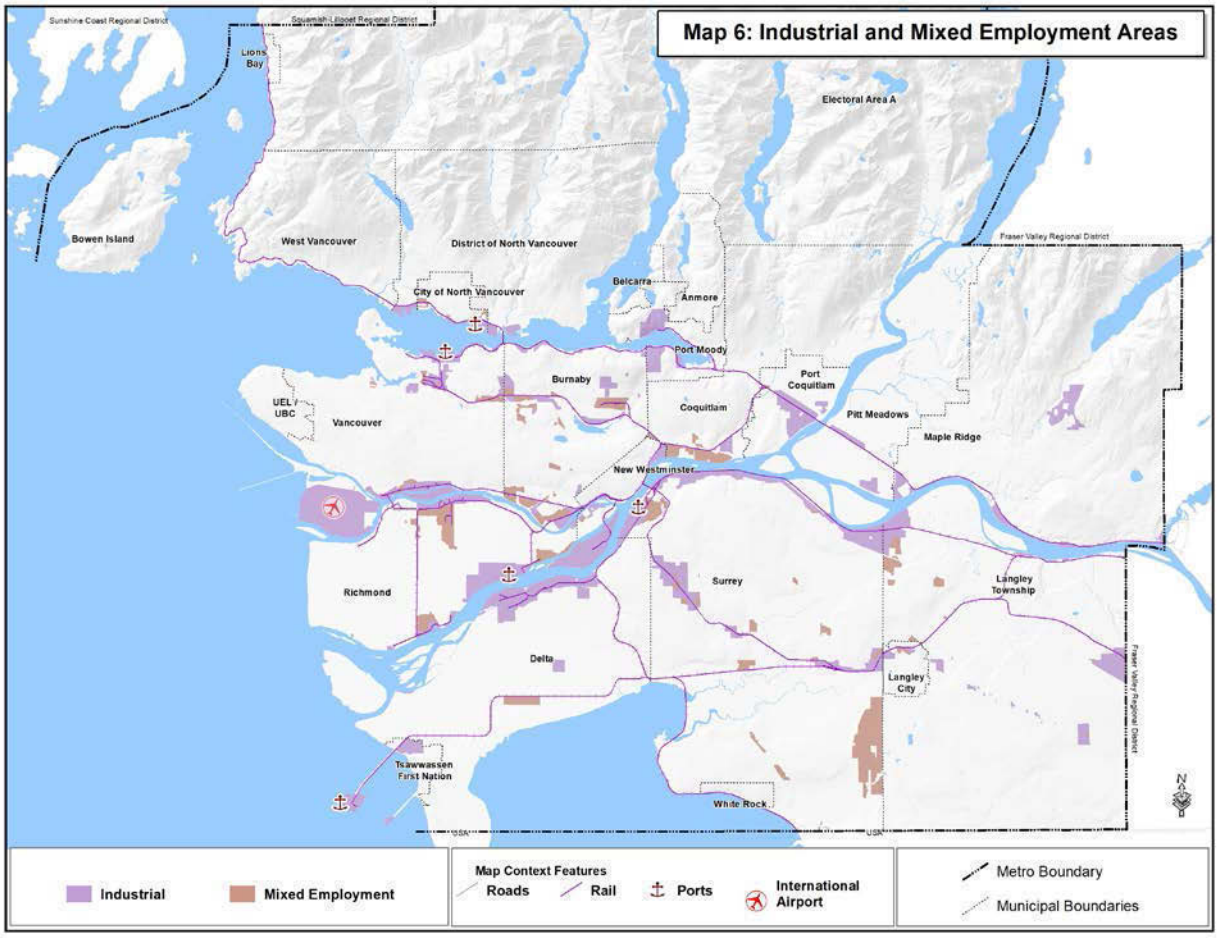
Map 4: Urban Centres and Frequent Transit Development Areas



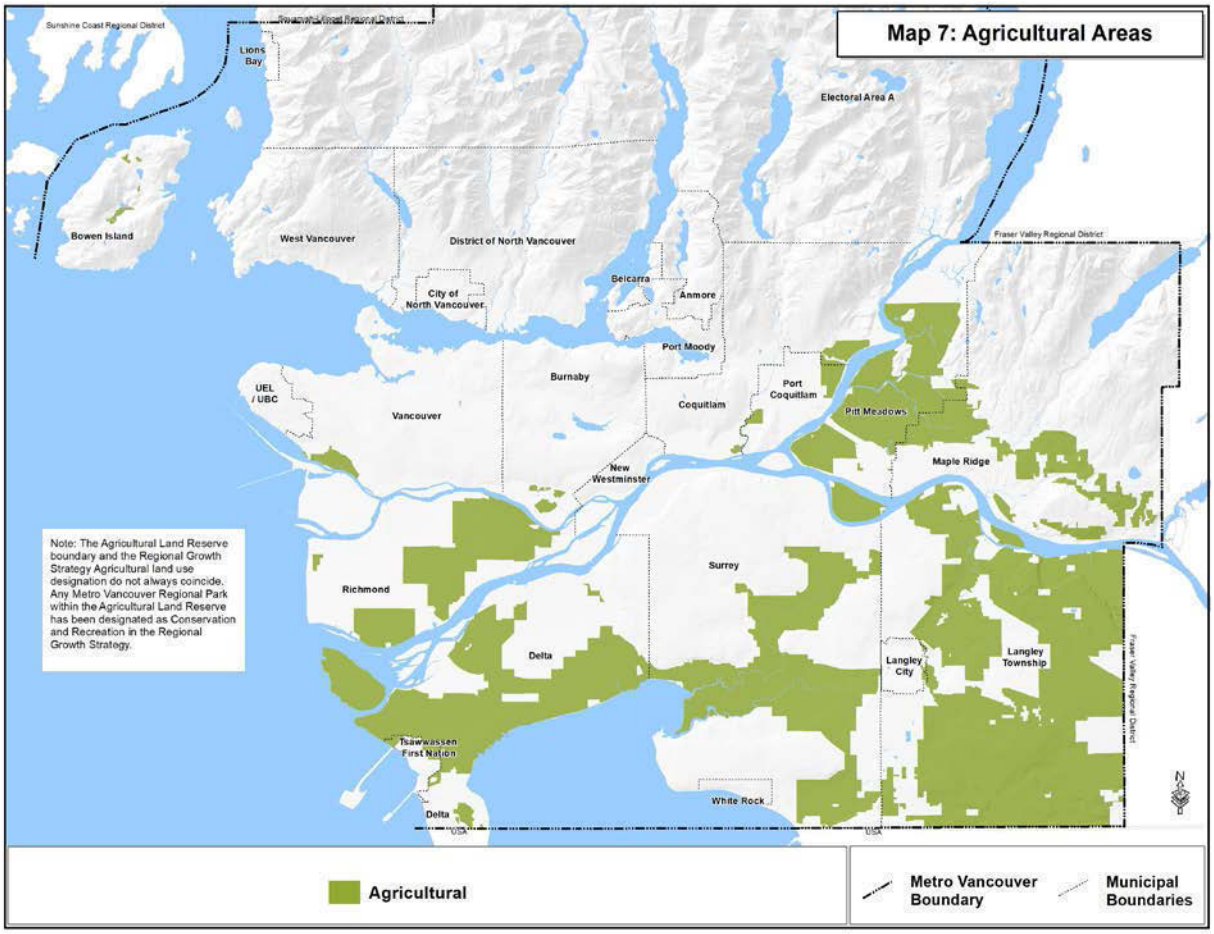
Map 5: Rural Areas



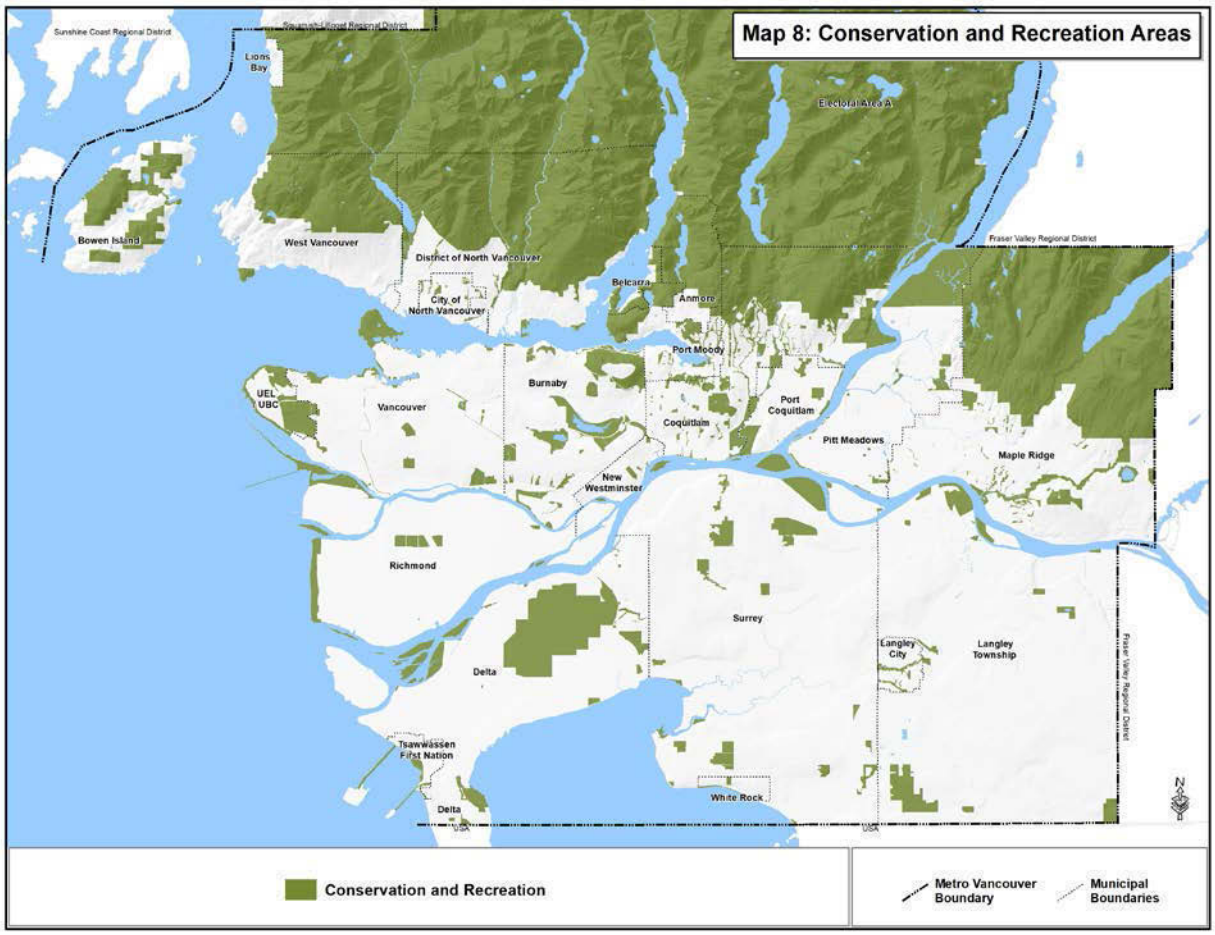
Map 6: Industrial and Mixed Employment Areas



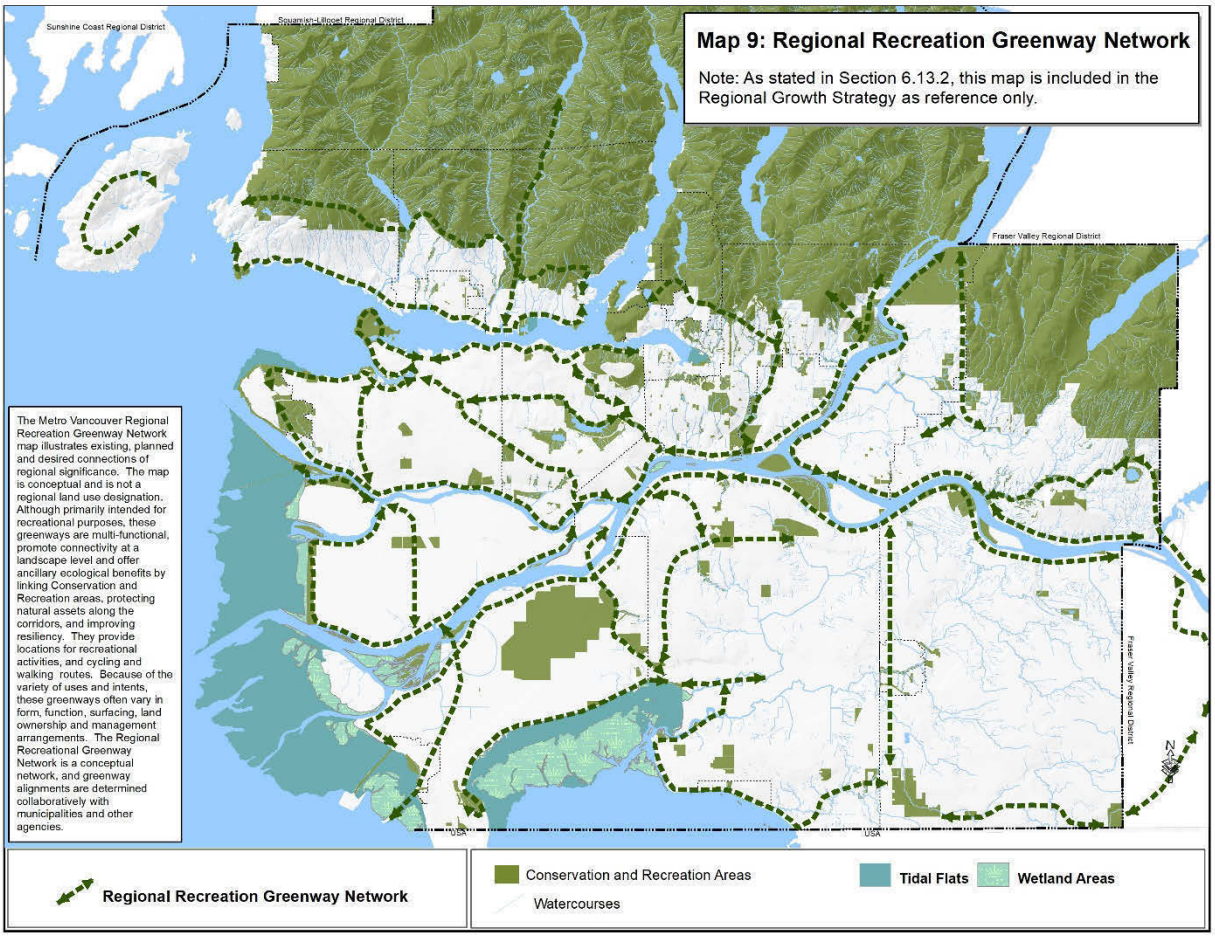
Map 7: Agricultural Areas



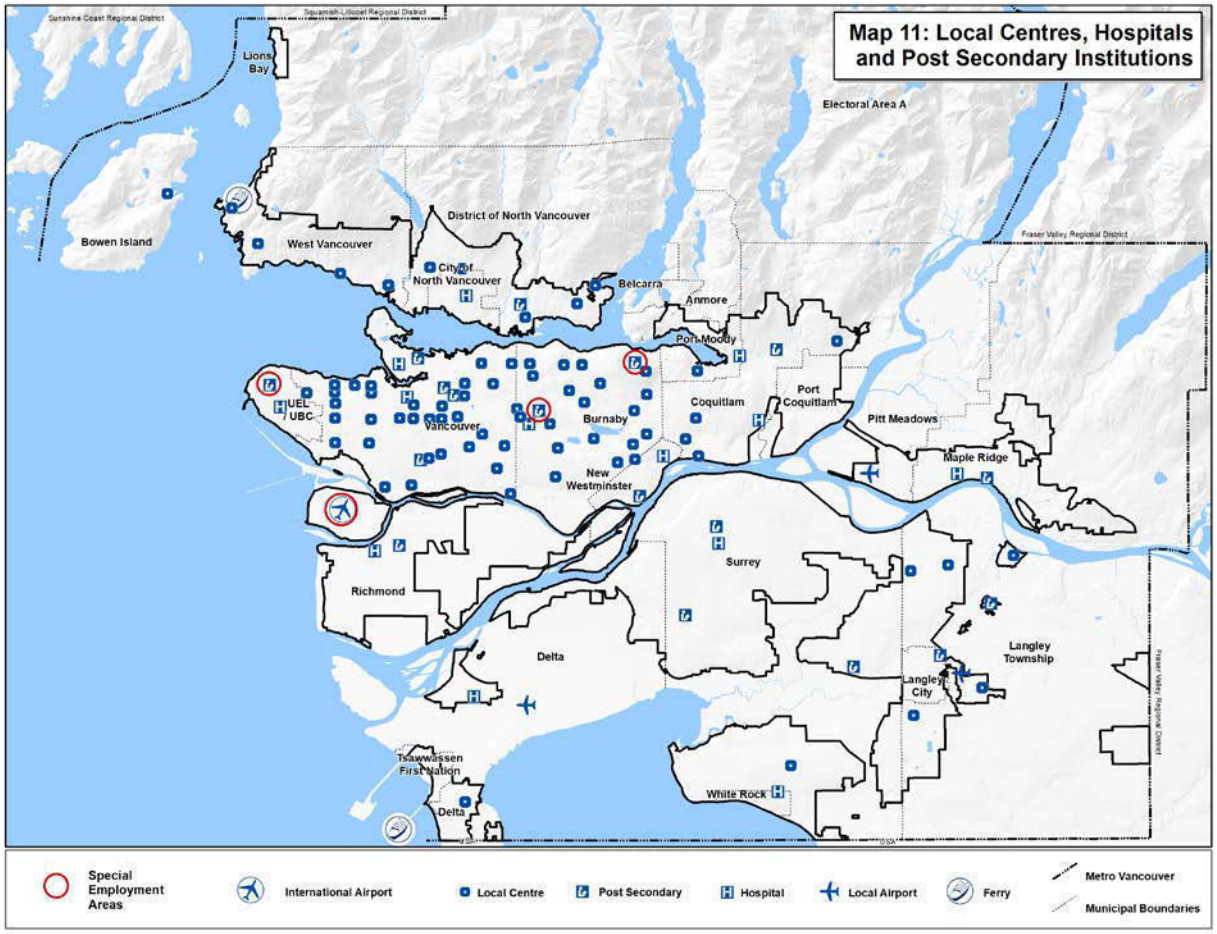
Map 8: Conservation and Recreation Areas



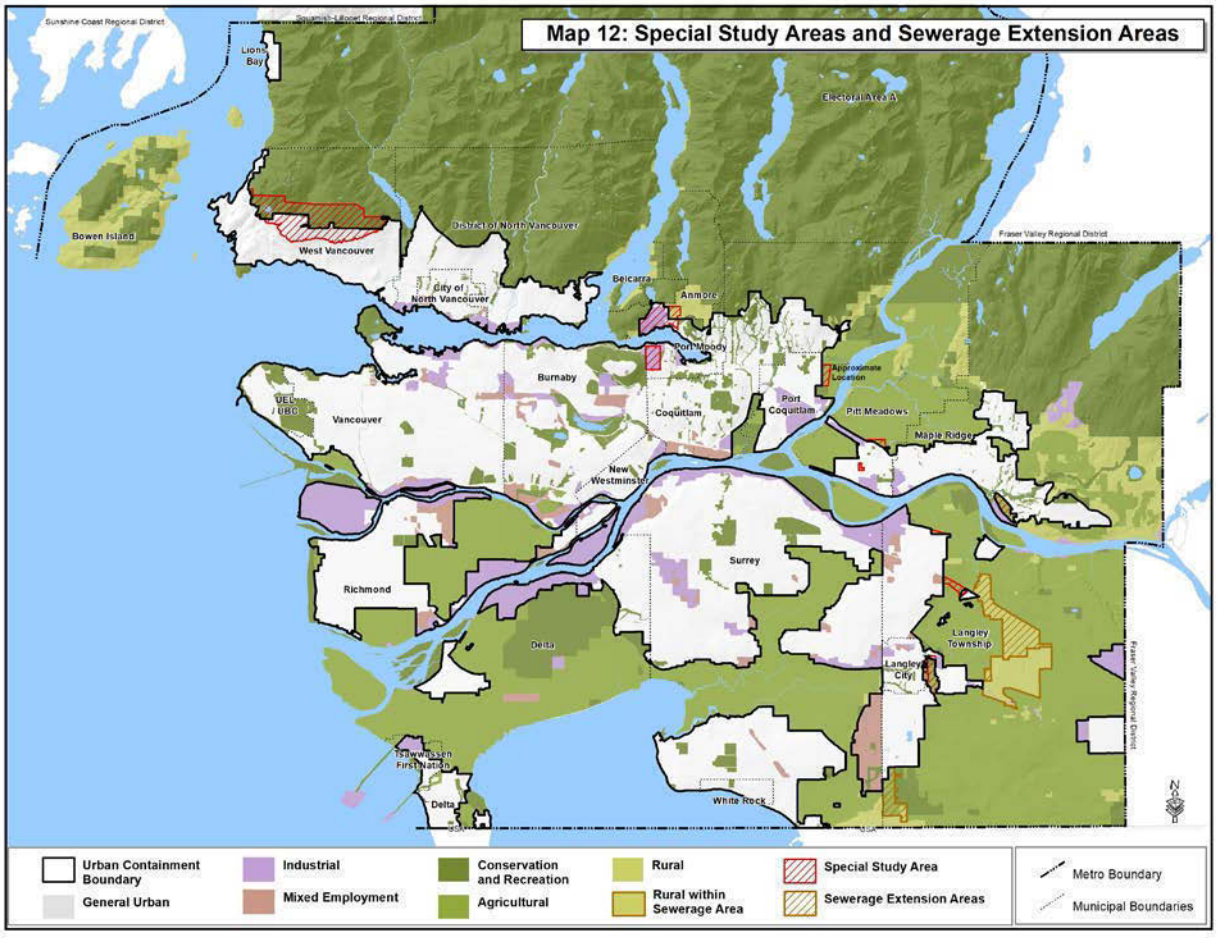
Map 9: Regional Recreation Greenway Network



Map 11: Local Centres, Hospitals and Post-Secondary Institutions



Map 12: Special Study Areas and Sewerage Extension Areas



CITY OF SURREY

the future lives here.

October 28, 2021

File: 0450-20 (Regional Planning)

Dear MVRD Board of Directors:

Re: Regional Land Use Designation Amendment for South Campbell Heights

This letter provides information in response to concerns raised by the Regional Planning Committee (the "Committee") at the October 8, 2021, meeting regarding the Regional Land Use Designation Amendment request from the City of Surrey for South Campbell Heights. The Committee raised four areas of concern, information on these areas is provided below:

1. Environmental Work To-Date

Significant environmental work has been undertaken to-date, including an Environmental Study conducted by Madrone Environmental (2015) (the "Environmental Study"). The Environmental Study provided information on the ecosystem terrestrial, including the presence of Salish Sucker in Campbell River.

The Environmental Study informed the areas designated for environmental protection, which include:

- Increased riparian setbacks from Campbell River that exceed the requirement of Surrey Zoning By-law, 1993, No. 12000, as amended (the "Zoning Bylaw") and Riparian Area Regulations. The setbacks proposed are between 60 and 200 metres (typical, red-coded creek setbacks are 30 metres from top-of-bank). These riparian areas are proposed under the Conservation & Recreation designations in the Regional Growth Strategy ("RGS") and Official Community Plan ("OCP").

- 70 hectares (172.7 acres) have been proposed for a Biodiversity Reserve in the Land Use Plan and proposed as Conservation & Recreation designation in the RGS and OCP.

The Environmental Study also defined critical recharge areas for the Brookswood Aquifer. These critical recharge areas are proposed to be protected as part of the Conservation & Recreation designation.

The total area proposed for ecological protection under the Conservation & Recreation designation is 68.9 hectares (one-third of the plan area).

Updates to the Environmental Study are largely needed due to legislative changes that have occurred since 2015, such as the *Water Act* being replaced by the *Water Sustainability Act*. Opportunity to update the creek areas will also be undertaken as part of the Environmental Study update.

A Groundwater Study conducted by Aplin & Martin (2017) (the "Groundwater Study") built on the findings of the Environmental Study. Since the Groundwater Study largely covered the Brookswood Aquifer (a shallow unconfined aquifer), the Groundwater Study has provided preliminary options for on-site infiltration to intercept discharge and contain sediment before being released to the groundwater. This Study will be integrated with drainage studies currently underway for the plan area.

As part of the typical land use planning process, background studies are undertaken to inform the land uses. The implementation and design requirements are developed in the second phase of the plan, which occurs after the land uses are approved by Council.

2. First Nations Engagement

Semiahmoo First Nation

Semiahmoo First Nation was included in the stakeholder consultation during the South Campbell Heights Land Use planning process from 2014 to 2017. They were invited to all open houses, stakeholder meetings and included on mail outs for survey participation. A Semiahmoo First Nation representative attended a stakeholder meeting in February 2016 and an open house in May 2016.

More recently, a stakeholder letter dated June 1, 2021, was mailed to Semiahmoo First Nation to invite them to provide feedback on the updated South Campbell Heights Plan. A response to the letter has not been received to date. To follow up on the request for feedback, the following consultation opportunities were attempted:

- Staff sent an email to the Semiahmoo First Nation on June 21, 2021, with an invitation to provide feedback on the Plan.
- Staff spoke to a Semiahmoo First Nation representative on September 22, 2021, and again on October 6, 2021, to discuss opportunities to meet regarding the Plan. Meeting dates in early and mid-October 2021 were contemplated, but a meeting could not be coordinated at that time.
- On October 19, 2021, a Semiahmoo First Nation representative emailed the City to request a meeting with the City Manager for October 22, 2021. Although the City Manager was unavailable on that date, senior staff were made available to meet with Semiahmoo First Nation on that date if desired.
- Subsequently, a meeting date has been established for Monday November 1, 2021. Senior staff have also advised that they are available to discuss the South Campbell Heights Plan with Semiahmoo First Nation representatives in advance of the November 1 meeting, at their request.

Although scheduling challenges have made it difficult to connect on a meeting date, the City recognizes the importance of consultation with the Semiahmoo First Nation and are committed to dialogue through the coming weeks.

Continued communication and engagement opportunities with Semiahmoo First Nation will also be pursued. Specifically, there will be opportunity to seek feedback on environmental and aquifer protection approaches during the Stage 2 Land Use Planning work.

Kwantlen First Nation

A stakeholder letter dated June 1, 2021, was mailed Kwantlen First Nation to invite them to provide feedback on the updated South Campbell Heights Plan. They indicated that they prefer a one-on-one meeting as their preferred form of engagement. A meeting was held with Kwantlen First Nation on August 9, 2021.

Key feedback received from Kwantlen First Nation included:

- They asked to be included in developing the Request for Proposals ("RFP") for the update to the Environmental Study. Staff shared the draft RFP with them in October 2021.
- Little Campbell River is culturally significant for Kwantlen First Nation, including its connection with Semiahmoo.
- Little Campbell River is one of the few productive, healthy creeks, with Salish Sucker fish present. They are very concerned about the protection of the creek, as well as potential for run-off and pollution of the River.
- Kwantlen First Nation understood need for employment land and hoped that future uses would be regulated so that they do not negatively impact the environment and climate change. They had concerns about wetland protection as well.

The following ideas were shared by Kwantlen First Nation for Stage 2 work:

- They asked if more designated "Conservation Lands" could be added at the Stage 2 process of the Plan, and that Surrey be a leader in this regard. They hoped that additional setbacks from Little Campbell River can be secured as part of the plan (and not rely on Development Permit process only).
- They hoped that future development requirements will make sure that no impassible culverts are created.
- They hoped for a forward-thinking approach for groundwater management and enhancement that would enhance terrestrial and aquatic life. They hoped to be kept apprised of studies and approaches in that regard, and to be given opportunity to provide comment on possible RFP content development, if possible.
- They wondered if an annual fish inventory could be required as part of the Plan outcomes to help monitor what is happening in the creeks and ensure there are no negative impacts to the estuaries.

- They also suggested that the City think about how the Plan could leave a positive legacy through a possible "Legacy Fund" or "Eco-Trust Fund", like a reserve fund specifically for enhancement of these natural creeks.

Kwantlen First Nation wishes to be involved in the Plan going forward in the following ways:

- They prefer one-on-one type of meetings (such as the meeting on August 9, 2021), rather than providing feedback through a survey.
- They hope to be involved in a meaningful way, such as involvement in providing feedback for the RFPs for studies that involved the environment and groundwater management.
- Expressed that keeping them apprised of the progress on the Plan through email is a good approach, as well as through follow up meetings as needed.
- Expressed appreciation for the opportunity to connect with staff and were very positive in terms of wanting to work with the City in an authentic and meaningful way.

3. Broad Nature of Mixed Employment Designation

While the Mixed Employment designation is very broad at the regional level, the designation is more defined and restrictive at the City's OCP level. The City's OCP Mixed Employment Designation is intended to support a mix of industrial, commercial, business and office uses that are not suited for Town Centres.

- Heavy industrial uses are not permitted under this designation; and
- Large-format retail is not intended for this designation and is not permitted unless specified in secondary plan. The South Campbell Heights Land Use Plan does not permit large format retail.

The North Campbell Heights area immediately to the north of the Plan area is designated as Mixed Employment in the RGS. As is evident from the build-out of the North Campbell Heights area, there are warehousing, logistics, and business park uses in operation. There is no large format retail, only accessory uses including small scale commercial uses such as coffee shops to support the primary business park uses.

4. Extension of the Urban Containment Boundary South of 16 Avenue

Concern with extension of the Urban Containment Boundary south of 16 Avenue was related to the General Urban Designation that was previously proposed in the 2018 Plan. The Metro Vancouver staff report recommended limiting the expansion of the General Urban designation outside the existing Urban Containment Boundary and avoid a significant extension of regional sewerage services.

The proposal has been updated to remove the General Urban designation and replace it with the Mixed Employment designation. Uses under this designation would not require the same capacity of sewer services compared with General Urban.

Ron Gill,
Acting General Manager,
Planning & Development

Scott Neuman, P.Eng.
General Manager,
Engineering

CITY OF SURREY

the future lives here.

December 22, 2021

File: 0110-40

Via email: chris.plagnol@metrovancouver.org

Chris Plagnol
Corporate Officer
Metro Vancouver
604-432-6250

Dear Mr. Plagnol,

Re: Corporate Report No. 2021-R247: Comments on Proposed Metro 2040 Regional Growth Strategy Amendment for the Area Corresponding with the Stage 1 South Campbell Heights Land Use Plan

At the December 20, 2021 Regular Council – Public Hearing meeting, Council considered Corporate Report No. 2021-R247: Comments on Proposed Metro 2040 Regional Growth Strategy Amendment for the Area Corresponding with the Stage 1 South Campbell Heights Land Use Plan, and passed the following resolution

"That Council:

1. Receive Corporate Report R247 for information;

2. Endorse staff's comments as outlined in the report; and

3. Instruct the City Clerk to forward a copy of the report and the related Council resolution to Metro Vancouver before January 7, 2022."

In accordance with the above resolution, enclosed herewith please find a copy of the relevant Corporate Report, together with Council Resolution RES.R21-2423.

Yours truly,

Jennifer Ficocelli
City Clerk

JF/SL

Encls.

G. CORPORATE REPORTS

The Corporate Reports, under date of November 22, 2021, were considered and dealt with as follows:

Item No. R247 **Comments on Proposed Metro 2040 Regional Growth Strategy Amendment for the Area Corresponding with the Stage 1 South Campbell Heights Land Use Plan**
File: 3900-20-18020 (OCP); 6520-20 (South Campbell Heights)

The Acting General Manager, Planning & Development and General Manager, Engineering submitted a report to provide information to Council on staff comments in support of Surrey's proposed Regional Growth Strategy amendment for the area corresponding with the Stage 1 South Campbell Heights Plan.

It was Moved by Councillor Guerra
Seconded by Councillor Patton
That Council:

1. Receive Corporate Report R247 for information;

2. Endorse staff's comments as outlined in the report; and

3. Instruct the City Clerk to forward a copy of the report and the related Council resolution to Metro Vancouver before January 7, 2022.

RES.R21-2423 Carried
With Councillors Hundial, Locke and Pettigrew opposed.

CITY MANAGER'S DEPARTMENT

CITY OF SURREY
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CORPORATE REPORT

NO: R247 COUNCIL DATE: December 20, 2021

REGULAR COUNCIL

TO:	**Mayor & Council**	DATE:	**December 16, 2021**
FROM:	**Acting General Manager, Planning & Development** **General Manager, Engineering**	FILE: XC:	**3900-20-18020 (OCP)** **6520-20 (South Campbell Heights)**

SUBJECT: **Comments on Proposed Metro 2040 Regional Growth Strategy Amendment for the Area Corresponding with the Stage 1 South Campbell Heights Land Use Plan**

RECOMMENDATION

The Planning & Development and Engineering Departments recommend that Council:

1. Receive this report for information;

2. Endorse staff's comments as outlined in the report; and

3. Instruct the City Clerk to forward a copy of this report and the related Council resolution to Metro Vancouver before January 7, 2022.

INTENT

The purpose of this report is to provide information to Council on staff comments in support of Surrey's proposed Regional Growth Strategy ("RGS") amendment for the area corresponding with the Stage 1 South Campbell Heights Plan (the "Plan"). Comments must be submitted to Metro Vancouver within the 30-day consultation period, ending January 7, 2022.

BACKGROUND

On July 30, 2021, the City submitted a request to Metro Vancouver to amend Metro 2040: Shaping our Future ("Metro 2040" or "RGS") for the area corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan.

The requested amendment included: the redesignation of regionally designated "Rural" lands (within a Special Study Area) to "Mixed Employment" (160.8 ha), "Conservation and Recreation" (55.5 ha) and "Agricultural" (12.1 ha); extension of the Urban Containment Boundary by 223.7 hectares; and redesignation of "Mixed Employment" lands within the Urban Containment Boundary to "Conservation and Recreation" (13.4 ha).

The proposed amendment responds to recent industrial and employment land capacity studies which indicate that the regional demand for employment land continues to outpace supply. In the absence of additional land to meet current demand, the region is anticipated to absorb all effective supply of vacant employment land between 2028 and 2035. The proposed Plan helps address this shortage by providing over 160 hectares of new employment land.

In addition to proposed employment land, the Plan includes an expansion of the RGS "Conservation and Recreation" designation intended to protect significant ecological assets including the Little Campbell River and its associated riparian areas and the critical recharge areas of the Brookswood Aquifer.

At its October 29, 2021 regular meeting, the Metro Vancouver Regional District Board of Directors ("MVRD Board") adopted the following resolution:

That the MVRD Board:

a) *initiate the regional growth strategy amendment process for the City of Surrey's requested regional land use designation amendments for the South Campbell Heights area, including extension of the Urban Containment Boundary and removal of the Special Study Area overlay;*
b) *give first, second, and third readings to "Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1322, 2021";*
c) *direct staff to notify and seek comment from affected local governments as per section 6.4.2 of Metro Vancouver 2040: Shaping our Future; and*
d) *direct staff to notify and seek comment from local First Nations on the proposed Metro 2040 amendment.*

Since then, Metro Vancouver staff have referred the South Campbell Heights RGS proposal to MVRD Board members, including 21 Municipalities, one Electoral Area and one treaty First Nation. Metro Vancouver staff have also referred the proposal for comment from non-member land based First Nations.

As required by both the Local Government Act and Metro 2040, the amendment process requires a minimum 30-day notification period to allow all affected local governments and members of the public to provide comment. Written comments are to be provided to Metro Vancouver by January 7, 2022.

DISCUSSION

Following from the above noted MVRD Board resolution, City staff have initiated the preparation for additional environmental, drainage, and archaeological studies. These studies are intended to provide more detailed analysis and address updates to Federal and Provincial regulatory requirements, as well as best management practices. These studies are expected to be completed as part of the Stage 2 Plan process. Staff have also continued consultation with land based First Nations.

First Nations Consultation

City staff are involved in consultation with First Nation representatives. Discussions are ongoing with regards to the pending environmental, drainage and archaeological studies. Staff from the Planning & Development and Engineering Departments met with the Kwantlen First Nation staff on August 9, 2021, and with Semiahmoo First Nation and representatives on November 1, December 1, and December 15, 2021. The next meeting is scheduled for December 22, 2021. Bi-weekly meetings between City staff and Semiahmoo First Nation are planned to resume beginning January 5, 2022.

These meetings have provided City staff with a better understanding of expectations for the development of the Plan, including the need for additional scopes of work outlined below. Additional bi-weekly meetings with the Semiahmoo First Nation are scheduled to continue. A referral was also provided to Semiahmoo First Nation and Kwantlen First Nation regarding the scope of the environmental study update, with additional follow-up expected. The feedback that will be received from Semiahmoo and Kwantlen First Nation will be incorporated into the additional study that will commence shortly.

Traditional Use Study

Through the above-mentioned consultation with the Semiahmoo First Nation, staff have identified the need for a Traditional Use Study ("TUS") for the Plan and surrounding area. A TUS for the area will be led by Semiahmoo First Nation and will use cultural data that has been compiled by the Semiahmoo First Nation, as well as potentially other First Nations in British Columbia, in addition to interviews with Semiahmoo First Nation elders and representatives. It will include an account of existing and potential archaeological sites, as well as areas of traditional cultural and spiritual use.

It is anticipated that a specialized consultant with knowledge and experience in First Nations archelogy and history will be required. The consultant would establish a methodology for the study in coordination with the Semiahmoo First Nation. The study will include support for staff and consultant time, including those within Semiahmoo First Nation, to undertake research and develop supporting databases, mapping, and other work as necessary.

The completed TUS will be used to inform an update to the existing Archaeological Study, as well a review of potential land uses and polices related to new development in the Plan Area.

Staff have started preparations for the TUS, in coordination with Semiahmoo First Nation representatives. Semiahmoo First Nation staff will provide feedback to City staff on the scope of work for this study by December 20, 2021 for staff to make any necessary adjustments for the meeting scheduled for December 22, 2021; it is expected that the TUS will commence in Q1 of 2022.

Archaeological Study Update

An update to the 2015 Archeological Overview Assessment is going to be undertaken, based on recent changes to the Heritage Act. The update will build off the TUS to update and provide recommendation for the protection of historical, cultural, scientific, and educational values, with a focus on land based First Nations.

The update is expected to supplement a desktop assessment of several variables (e.g., known archaeological sites, traditional land and cultural use, or environmental variables) and established guidelines for future site-specific archaeological review. It will include and consider Preliminary Field Reconnaissance studies to consider and review archaeological potential.

The result of this process will inform the potential inclusion of Archaeological Impact Assessment ("AIA") requirements and guidelines for new development. This would require archaeologist assessment for site specific development through a Development Permit process as part of future development. AIAs may include requirements for subsurface investigations, artifact collections, and other activities, similar to permitting processes required in Crescent Beach.

Staff have started preparations for the archaeological study update. It is expected that the archaeological study will commence in 2022, based on the findings of the TUS.

Environmental Assessment

The original environmental assessment for the Plan Area was completed in 2015. Since that time, changes have occurred to applicable Provincial and Federal environmental regulations. The environmental update will consider these regulation changes, with a focus on riparian area and wetland classifications, as well as of species at risk assessments.

Riparian/Wetland Assessment Update

The Provincial Riparian Areas Regulation has been replaced with the Riparian Areas Protection Regulation ("RAPR"), and the Water Act has been replaced by the Water Sustainability Act ("WSA"). Federally, the Fisheries Act has been updated with a new definition of fish habitat.

In addition to a review of the changes in regulations, wetlands in the Plan Area will need to be to be assessed to determine if they are considered classified by the WSA and/or RAPR. All streams will be reviewed and classified by stream type and stream classification consistent with the Ministry of Forests, Lands, Natural Resources Operations and Rural Development regulations and Surrey's Streamside Protection Bylaw.

Species at Risk Assessment Update

A detailed survey and Species at Risk ("SAR") review will be included in the environmental assessment to ensure alignment with the Federal Species at Risk Act ("SARA"). This is expected to address environmental concerns including the protection of SARA critical habitat. The SAR update is expected to produce supplemental Sensitive Ecosystem Development Permit Area guidelines for the City's Sensitive Ecosystem Development Permit process. These will align with threat abatement and critical habitat destruction avoidance requirements of applicable Province and Federal regulations.

Staff have started preparations for the environmental assessment. It is expected that the environmental assessment will commence in Q1 of 2022 and be completed in Q3 of 2022. A stakeholder meeting is scheduled for January 13, 2022 to provide information on the terms of reference for the planned study update.

Drainage and Integrated Stormwater Management Study

A detailed hydrogeological assessment is currently underway by an engineering consultant. An upcoming Integrated Stormwater Management Plan ("ISMP") will be based upon this assessment, as well as the recommendations of the existing Little Campbell River Integrated Stormwater Scoping Study to make sure that there is sufficient recharge of the aquifer and appropriate protection is implemented for the Little Campbell River. Drainage infrastructure design will be based on the City's latest Design Criteria. The overarching objectives of the ISMP is to provide direction on initial rainfall capture, groundwater recharge, rainfall detention and safe overland conveyance.

As ground water resources affect water quantity and quality of the Little Campbell River, consultation with Semiahmoo First Nation regarding traditional use, and food sovereignty for persistent Indigenous practices will form part of the drainage study. The Request for Proposals and ISMP studies which are to be completed in 2022 have been provided to Semiahmoo First Nation for feedback.

It is expected that the drainage and integrated stormwater management study assessment will be completed by the end of 2022.

SUSTAINABILITY CONSIDERATIONS

This work supports the objectives of the City's Sustainability Charter 2.0. In particular, this work relates to the Sustainability Charter 2.0 themes of Economic Prosperity and Livelihoods, Ecosystems, and Infrastructure. Specifically, this work supports the following Desired Outcomes ("DO") and Strategic Directions ("SD"):

- Economy DO4: Surrey's economy is diversified with a mix of service, industrial, agricultural and innovation-based businesses;
- Innovation SD10: Support the development and growth of key sectors including health technology, clean technology, advanced manufacturing, agri-innovation and the creative economy;
- Natural Areas, Biodiversity and Urban Forest DO1: Parks, natural areas, urban forests and habitat corridors are interconnected throughout Surrey and the region, creating healthy places for people and wildlife;
- Water, Air and Soil DO8: Surrey has a clean and adequate supply of groundwater;
- Water, Air and Soil SD7: Ensure water quality and base water levels are maintained in Surrey's river systems; and
- Green Infrastructure DO11: Surrey's Green Infrastructure Network is an essential and integrated component of the City's infrastructure, providing essential ecosystem services as well as places for recreation, conservation, and rejuvenation.

CONCLUSION

In July 2021, the City submitted a request to the Metro Vancouver Board to amend the RGS for the area included in the Plan. As required by the Local Government Act, the amendment process requires a minimum 30-day notification period to allow all affected local governments, including the City of Surrey to provide comment.

The City continues to support its proposed amend to the RGS. Staff are currently in consultation with First Nation representatives and are coordinating to undertake updates to environmental, archaeological, traditional use and drainage studies, which will be completed in 2022.

Based on the above discussion, it is recommended that Council instruct the City Clerk to forward a copy of this report and Council resolution in support of Surrey's Plan RGS amendment proposal to Metro Vancouver before January 7, 2022.

Ron Gill
Acting General Manager,
Planning & Development

Scott Neuman, P.Eng.
General Manager,
Engineering

PH/YY/cc

SQUAMISH - LILLOOET
REGIONAL DISTRICT

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December 15, 2021

Attn: Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovancouver.org; sean.galloway@metrovancouver.org

Dear Metro Vancouver Board,

Re: Amending Metro Vancouver 2040: Shaping our Future Land Use Designation Request from City of Surry – 228 175A Street; Cloverdale Hospital Site; and South Campbell Heights

---

The Squamish-Lillooet Regional District Board received letters advising of Metro Vancouver's initiation of Type 3 Minor Amendments to the regional growth strategy – Amendment Bylaw No. 1326, 2021; Amendment Bylaw No. 1327, 2021; and Amendment Bylaw No. 1328, 2021. It is understood that a Type 3 Minor Amendment only requires an affirmative 50% + 1 weighted vote of the MVRD Board at reach reading of the bylaw. The SLRD Board received the notification to affected local governments at the December 15, 2021 SLRD Board Meeting (see item 8.3 for staff report). The following resolutions were passed and are offered as comments:

> *THAT Information Report - Metro 2040 Amendments - Notification to Affected Local Governments be received.*
>
> *THAT staff advise the Metro Vancouver Regional District of the comments made by the Board during the discussion of this agenda item, specifically as follows:*
>
> - *the SLRD's interests are generally unaffected;*
> - *specific to the South Campbell Heights amendment application, it is interesting that an Urban Containment Boundary expansion/extension involving 223.7 hectares and the re-designation of 160.8 hectares from Rural to Mixed Employment is considered a Minor RGS Amendment (Type 3 Minor Amendment).*

Sincerely,

Claire Dewar
Senior Planner, SLRD

cc: Kim Needham, Director of Planning and Development Services, SLRD

City of Richmond

Malcolm D. Brodie
Mayor

6911 No. 3 Road
Richmond, BC V6Y 2C1
Telephone: 604-276-4123
Fax No: 604-276-4332
www.richmond.ca

January 4, 2022

Sav Dhaliwal
Board Chair, Metro Vancouver
Metrotower III,
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Councillor Dhaliwal,

Re: Response to Metro Vancouver's Referrals About Amendments to the Metro 2040 Regional Growth Strategy Proposed by the City of Surrey Staff

This is to advise that Richmond City Council at its Special Council meeting held on December 15, 2021, considered the above matter and adopted the following resolution:

> ***That staff be directed to convey to the Metro Vancouver Regional District Board the City of Richmond's comments on the three Metro 2040 amendments proposed by the City of Surrey, as described in the Metro Vancouver requests of November 10, 2021, specifically that the City of Richmond:***
>
> ***(a) Has no objections to the proposal to amend the land use designation of 5510 – 180 Street from "Industrial" to "Mixed Employment" to accommodate a new Cloverdale Hospital;***
>
> ***(b) Has no objections to the proposal to amend the land use designation of 228 – 175A Street from "Mixed Employment" to "General Urban" to accommodate a mixed use development; and***
>
> ***(c) Objects to the proposed amendments for the area corresponding to the Revised Stage 1 South Campbell Heights Land Use Plan, in particular the extension of the Urban Containment Boundary.***

In relation to the South Campbell Heights area, Richmond's primary concern is the extension of the Urban Containment Boundary, which undermines efforts to accommodate and intensify industrial land in existing urban areas. A lack of clear emphasis on intensification of industrial land and the proposed designation as "Mixed Employment" rather than "Industrial" are important related concerns.

Greater effort from Metro Vancouver is required to work with member municipalities such as Surrey to find alternatives and examine ways to better utilize existing employment and industrial lands within the Urban Containment Boundary. To illustrate an example of encouraging better

utilization of industrial land, early in 2021, Richmond City Council adopted the Industrial Land and Intensification Initiative which included amendments to the City's Official Community Plan and Zoning Bylaw to allow and encourage taller, multi-storey industrial buildings. Richmond City Council would encourage other member municipalities to consider similar approaches rather than expansion of the Urban Containment Boundary into valuable conservation and agricultural land.

If you have any questions or require additional information, please do not hesitate to contact John Hopkins, Director, Policy Planning, at 604-276-4279.

Yours truly,

Malcolm D. Brodie
Mayor

Jonathan X. Coté
Mayor

January 6, 2022

Chair Sav Dhaliwal
Metro Vancouver Regional District
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovancouver.org

Dear Chair Dhaliwal and the Metro Vancouver Regional District Board,

Re: Comments on the City of Surrey's Proposed Regional Growth Strategy Amendments in South Campbell Heights

The City of New Westminster Council received three referrals from Metro Vancouver in relation to the City of Surrey's proposed amendments to the Regional Growth Strategy (RGS). At their regular meeting on December 13, 2021, Council passed a resolution that staff should send a letter with the City's comments on Surrey's proposed amendments to the Regional Growth Strategy land use designations for properties in the South Campbell Heights area.

The City has no objections to Surrey's requests to amend Metro 2040 to facilitate the development of the new Cloverdale Hospital and Cancer Centre or to enable the development of medium-density residential and commercial uses and an assisted living facility in the Douglas area. However, the City appreciates the opportunity to offer comment in relation to the proposed amendment pertaining to the South Campbell Heights area.

We appreciate that the South Campbell Heights area was identified in Metro 2040: Shaping Our Future as a Special Study Area. We understand that this reflects the fact that when the plan was adopted in 2011, Surrey already anticipated undertaking planning work, including the potential consideration of land use changes in the area. Some flexibility for changes within Special Study Areas is therefore appropriate.

However, the City of New Westminster is concerned that, on balance, the South Campbell Heights amendments being considered by the regional Board are not in alignment with the goals and policies of Metro 2040. The City has identified even greater misalignment between the South Campbell Heights RGS amendment proposal and the draft updated RGS, which more prominently features climate action and resilience than the current plan.

Office of the Mayor
Corporation of the City of New Westminster
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It is challenging to draw hard lines against incremental expansion of urban land uses such as business parks. However, the Urban Containment Boundary is a critical tool for achieving our regional goals of climate protection and growth containment. Given the recognized capacity to accommodate jobs and housing within the existing urban areas of our region and the severity of the climate crisis, the bar for moving that boundary, even within a Special Study Area, needs to be very high.

In the case of South Campbell Heights, we respectfully suggest that the case for additional Mixed Employment lands is not strong enough to justify expanding the Urban Containment Boundary.

We reached this conclusion by considering:

- the climate implications of a significant net increase in urban lands and a net loss of non-urban lands – despite the proposed increase in Conservation and Recreation lands. Climate impacts include the increase in sprawl given the proposed expansion of employment-generating lands at the edge of the urban area, as well as from the loss of the resilience that non-urban lands provide, such as the protective effects of water filtration, carbon sequestration, etc.; and
- the precedent and likely increase in speculative pressure that a significant intrusion of the Urban Containment Boundary into non-urban areas could create.

Given Surrey's request for designation of these lands to Mixed Employment instead of to Industrial, we do not find that the amendments would necessarily add to the industrial land base of the region. This is particularly the case over the longer term, given the range of non-industrial uses permitted under the RGS designation of Mixed Employment.

We recognize that the City of Surrey has a much deeper understanding of its particular context than any neighbouring municipality, and we hesitate to weigh in on land use decisions being undertaken in another jurisdiction. However, we would suggest that, in the context of the climate emergency, we should encourage each other to share perspectives. This will enable local authorities in Metro Vancouver to continue an open dialogue about the best way to move forward as a region when regional land use changes are being considered. We offer these comments to the Regional District Board in the spirit of collaboration towards climate resilience and a livable region.

Respectfully,



Jonathan X. Coté
Mayor

cc. New Westminster City Council
Lisa Spitale, Chief Administrative Officer
Emilie K. Adin, Director of Climate Action, Planning and Development

PORT MOODY
CITY OF THE ARTS

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January 12, 2022

File: 01-0480-20-03

Via email: chris.plagnol@metrovancouver.org

Metro Vancouver
4730 Kingsway
Burnaby, BC V5H 0C6

To Whom It May Concern:

Re: *Metro 2040* Land Use Designation Amendment Request – South Campbell Heights, City of Surrey

At the Regular Council meeting held on January 11, 2022, Council considered the attached report dated December 6, 2021 from the Community Development Department – Policy Planning Division and passed the following resolution:

> *RC22/011-012*
> THAT Metro Vancouver be notified that the City of Port Moody opposes the proposed amendments in Metro Vancouver Regional District Regional Growth Strategy Amendment Bylaw No. 1328, 2021 for reasons of upholding the urban containment boundary and environmental protection, and concern for lack of consultation with the Semiahmoo First Nation.

Sincerely,

Tracey Takahashi
Deputy Corporate Officer

Encl.

TransLink
400 - 287 Nelson's Court
New Westminster, BC V3L 0E7
Canada
Tel 778.375.7500
translink.ca

South Coast British Columbia
Transportation Authority

January 14, 2022

Sav Dhaliwal
Chair, Metro Vancouver Board
4515 Central Boulevard
Burnaby, BC V5H 0C6

Dear Chair Dhaliwal

RE: TransLink Response to Proposed *Metro 2040* Amendments for South Campbell Heights, 228 175A Street and Cloverdale Hospital

Thank you for your correspondence dated November 10, 2021 and the opportunity to provide input on the City of Surrey's requested amendments to the *Metro 2040* Regional Growth Strategy (RGS) for South Campbell Heights (SCH), 228 175A Street and Cloverdale Hospital. In response to these three amendments, TransLink has the following key comments.

Consistent with policy in the Regional Transportation Strategy, TransLink supports the location of major trip generating land uses within Urban Centres and Frequent Transit Development Areas (FTDAs), and along the Frequent Transit Network (FTN). We also support maximizing the intensification of growth to the greatest degree possible within the existing Urban Containment Boundary (UCB). Our Transit-Oriented Communities Design Guidelines speak further to how communities can be designed to be as supportive of transit and active transportation as possible.

Cloverdale Hospital

The Cloverdale Hospital site is located in close proximity to the Cloverdale Municipal Town Centre and to existing bus service, approximately 200 m south of a future Reliable and Fast transit corridor as proposed in Transport 2050 (T2050), the updated Regional Transportation Strategy expected to be approved by the end of January this year. From TransLink's perspective, this requested amendment is generally aligned with regional transportation goals, though it would be even more consistent with regional objectives for a major new hospital to be located within walking distance of the Surrey-Langley SkyTrain, and the subject site be retained as Industrial. Should the project proceed at the proposed location, it will be important for TransLink to be closely involved to ensure the facility and site are designed to enable excellent bus and cycling access.

South Campbell Heights and 228 175A Street

TransLink's assessment is that the requested amendments for these two sites overall do not align with regional transportation goals. Certain mitigations or measures might be considered (for instance, additional supporting bus service and strong transportation demand management measures), and if supported improve the sites accessibility for transit and active transportation; however, the cost-effectiveness of such measures may be limited.

During the development of T2050, TransLink worked with the City of Surrey and other regional partners to identify a proposed network of new Major Transit Network (MTN) corridors, including one directly connecting South Surrey and Langley via 24th Avenue. This line would help support sustainable transportation choices for the growth the City of Surrey was anticipating in their existing plans. Once implemented, the Campbell Heights area would benefit from reliable and fast transit service, although too far north of South Campbell Heights to provide direct rapid transit access to/from the site. Additional new connecting bus service could make transit a more viable option. Given the typical land use and infrastructure in these lower density employment areas and distance from regional centres, local transit service would likely be challenging to provide in an efficient and effective manner.

The 175A Street site is much farther south of the proposed 24th Avenue MTN. While the 175A Street site small in scale, a key concern with 175A Street is that the nature of the proposed housing, facilities, and jobs appears to be relevant for people more likely to be transit dependent.

Both the SCH and the 175A Street sites are also located far from a regionally designated Urban Centre or FTDA, and both are more than 800 m (an approximate 10-minute walk) of any existing or planned future transit service, and in some cases this distance is significantly more than 800 m.

TransLink recognizes that Metro Vancouver is facing a shortage of lands for port-related industrial uses and that the proposed redesignation of the SCH site to Mixed Employment would generate significant jobs for the region. The Mixed Employment designation, however, is a broad definition permitting a wide range of uses more likely than an Industrial designation to result in significant trips generation. When the time comes that existing Industrial designated lands in the region are at full capacity with no additional opportunities (including via intensification), then an Industrial designation focused on large format port-serving industries would from a transportation perspective be more compatible for SCH, rather than the broader range of uses permitted with Mixed Employment.

Conclusion

TransLink's key comments discussed above are provided based on our legislated mandate to review requested RGS amendments and advise Metro Vancouver on implications to the regional transportation system, and to provide a regional transportation system that supports the RGS. The Regional Transportation Strategy further directs TransLink to work with partner agencies toward aligned transportation and land use, with the RGS being of critical importance for regional transportation and land use alignment. Should you have any questions or wish to

discuss our feedback, please contact myself or Matt Craig, Director (acting), System Planning, at Matt.Craig@translink.ca.

Regards,



Sarah Ross
A/Vice President, Transportation and Land Use Planning, TransLink

cc: Kevin Quinn, CEO, TransLink
Matt Craig, Director, System Planning, TransLink
Jerry Dobrovolny, Commissioner/Chief Administrative Officer, Metro Vancouver
Neal Carley, General Manager, Parks and Environment, Metro Vancouver
Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver

ATTACHMENT 9

SEMIAHMOO FIRST NATION

10th January 2022

Mr. Sav Dhaliwal
Chair, Metro Vancouver Regional District Board
4515 Central Boulevard,
Burnaby, BC V5H 0C6
Via Email: chair@metrovancouver.org, Maureen.Trainor@metrovancover.org

To the Chair and Members of the Metro Vancouver Regional District Board:

Re: Concerns and Comments about the Metro Vancouver 2040 "Shaping our Future" – Land Use Designation Amendment request from the City of Surrey for the South Campbell Heights Area.

Semiahmoo First Nation has a few concerns about both the process and content leading up to this request from the City of Surrey to the Metro Vancouver Regional District Board. Semiahmoo First Nation cannot support the proposed amendment Bylaw NO 1328, 2021 a bylaw to amend "Greater Vancouver Regional District, Regional Growth Strategy Bylaw Number 1136, 2010" for the revised Stage 1 South Campbell Heights Land Use Plan, as presented.

Semiahmoo First Nation strongly recommends that the Metro Vancouver Regional Board decline the proposed Amendment for South Campbell Heights area and notifies the City of Surrey of the decision, and the reasons for this position.

Semiahmoo First Nation understands that based on this decision, a Dispute Resolution process may be required, as described in the Local Government Act. The cost of this dispute Resolution process is prescribed based on the of assessed land value. Metro Vancouver would be responsible for most of the associated costs.

Neither the City of Surrey nor Metro Vancouver have met the Consultation Requirements required under the United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP). Since this Declaration has now been accepted by both the Federal and Provincial governments. Semiahmoo First Nation must be engaged in the discussion about these issues as they apply to Semiahmoo's Traditional Area of Use and Occupancy within the boundary of lands included in the Metro Vancouver Regional District. Our Rights, Title and Interests must be recognized and accommodated. Semiahmoo First Nation is willing to continue to work with both the City of Surrey and Metro Vancouver so that the changes necessary can be made, so our process can be accepted as "consultation" with Semiahmoo First Nation.

We draw your attention to the four areas of concern which were reported on in the letter to the Metro Vancouver Regional District Board of Directors from the Reginal Planning Committee in the letter of 8th October 2021, The Recommendation at that time include a request that staff should notify and seek comment from Local First Nations, on the proposed Metro 2040 amendment.

These issues were first referred to Semiahmoo First Nation through the Letter to us from Metro Vancouver, dated November 10th, 2021. These issues should have been raised with Semiahmoo First

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Nations at the beginning of this process, more than 20 months ago, so there could have been time to review these with the City of Surrey and come to some understanding on how to address these issues before decisions were required.

Essentially Surrey is out of time to address these issues prior to the decision of the Metro Vancouver Board on the Proposed Amendment to the Metro Vancouver 2040: Shaping our Future land (metro 2040) for the City of Surrey - South Campbell Heights plan at the end of January 2022.

Here are Semiahmoo First Nations response to the concerns identified:

Not invited to the City of Surrey Processes earlier:

Semiahmoo First Nation was not invited to participate in any of the processes earlier than the fall of 2021. We were first invited to the City of Surrey Climate Change process in October 2021, along with the general public, though this was underway within Surrey much earlier.

Semiahmoo and its members have been discussing our long-range plans since the fall of 2016. We had hoped that Surrey could accommodate engagement with us on these issues earlier. Semiahmoo First Nation wants to ensure that our interests and plans are understood and considered in the future planning done by both the City of Surrey and Metro Vancouver.

In relation to the South Campbell Heights area, Semiahmoo First Nation is concerned that the replacement of the general designation currently in place, with a broader designation called "Mixed Employment". This requires much more discussion with Semiahmoo First Nation, so that its clear what the City of Surrey expects to include in this definition. Without detailed discussions with Semiahmoo First Nation about what is included in the definition of Mixed Employment, this could easily allow for a level of "expanded commercial sprawl", inconsistent with Semiahmoo First Nations Conservation Concerns, and long-term values. Generally using this land use designation term, without discussing what is included, cannot be accepted.

Semiahmoo First Nation is still waiting for the environmental studies needed, which have not been undertaken to date. The Environmental studies we want to participate in are not expected until Phase two of the local planning process, yet this proposed land use change is being advanced NOW without a better understanding how well understood Environmental Values can be protected. Semiahmoo First Nation is particularly concerned about protecting surface infiltration into the groundwater in the aquifer that underlies Semiahmoo First Nations lands. This aquifer needs to be protected, since it is part of the natural system of groundwater, that supplies the Little Campbell River and other smaller streams.

Semiahmoo First Nation is also concerned about the proposed extension of the Urban containment boundary south of 16th avenue and cannot support the changes without further discussion, knowing that in 2018 the MVRD supported the limitation of extension of the urban containment boundary only to 16th avenue.

Need to Accommodate Semiahmoo First Nations Constitutionally Protected Interests:

The City of Surrey has identified several studies which will be underway shortly. These studies, which are not yet completed, should include statements about natural resources, water and drainage, long term Interests and items of future concern for Semiahmoo members and others resident in the area. Without those studies being completed, Semiahmoo cannot respond to the statement, which makes it difficult to identify what is missing in this process. Semiahmoo is identifying these issues in current discussions with the City of Surrey, and we will respond to these studies, once they are complete.

It will take some time to ensure that Semiahmoo's interests and intentions for the long-term use of the very small parcel of Indian Reserve land here in South Surrey, can be identified. Then this must be discussed with the City of Surrey in sufficient detail, to ensure the rounds of planning currently underway will meet the requirement to accommodate Semiahmoo's rights. The intention is to create and maintain an environment where Semiahmoo's First Nations long term interest to be a full partner with the City of Surrey can be identified and put into action.

Semiahmoo First Nation was initially restricted by Governments, and this is now changing:

Semiahmoo membership has been restricted to a single Indian Reserve of 332.00 acres (approx. 130 Hectares) since the land was set aside by Reserve Commissioner O'Reilly in 1889. This allocation of land was confirmed by British Columbia alone, with no reference to the Federal Government or Semiahmoo First Nation. The significantly larger territory used and occupied by Semiahmoo members at that time was ignored. Access to the Semiahmoo Territory south of this parcel was cut off by the International Boundary and other legislative actions by different governments.

Semiahmoo First Nations Primary Interest:

Semiahmoo First Nation Primary Interest is to protect our Lands and Resources and to move forward for our members in a way that benefits our members and all residents of Metro Vancouver. We intend to work constructively with governments to protect Semiahmoo's interests, but long term we all will benefit from effective and functional infrastructure work to be undertaken. This will enhance and clarify Semiahmoo's role in all aspects of Metro Vancouver and the City of Surreys planning and development.

Heritage and Archaeological Resources cannot be compromised:

Semiahmoo First Nation has been actively involved in Archaeology, through the entire area known as Semiahmoo Core Territory. Archaeology has been a key element which helps to demonstrate specific aspects of our Traditional Rights and Title. Earlier work has identified Archaeological sites, now registered with the Province of BC, and the entire area has an enormous High Potential for the identification of more sites.

The proposed South Campbell River Heights Development Project will impact Semiahmoo's cultural sites, and practices, including known archaeological sites and areas of traditional use. Archaeological sites are associated with known travel routes, and most of the areas drained by the Little Campbell River (Tatalu in Sencoten) the Nicomekl and the Serpentine are identified as areas of high use and occupancy.

The drainage routes (travel routes) found within the South Campbell Heights area are all part of the Semiahmoo Core area. This is work being identified in the Cumulative Impacts Study being undertaken by Semiahmoo First Nation in conjunction with the City of Surrey. This will help confirm the location and aspects of Semiahmoo's traditional use and occupancy of this area. Since there have been very few specific Archaeological studies done here, the local knowledge held by Semiahmoo members shows that Semiahmoo used this area as a central travel corridor between the Pacific Ocean and the Fraser River.

The possibility of encountering previously undocumented archaeological sites is very high in the South Campbell Height area. These archaeological sites may be older in date than many already identified, because the freshwater flow levels have been changing as well as sea levels. Simply documenting the known travel routes from the other Sencoten communities to the areas of traditional use where Fraser Salmon and other fish are intercepted, is a first step. Semiahmoo has started scoping this, first, simply

by documenting the location of earlier water flows known for the Fraser River. In earlier times, the Fraser River is well documented as flowing to the Pacific using routes south of the current main stem. These locations can be seen if you examine the lower routes currently taken by the Little Campbell, (Tatalu in Sencoten) the Nicomekl, and the Serpentine and compare these to the routes where the water flowed relatively recently.

These areas must be identified, and properly documented, so that they can be demonstrated as areas of Semiahmoo archaeological interests and put in the Provincial Registry system. Until that work is complete, it makes it difficult for Semiahmoo members and experts to have their traditional knowledge accepted by governments.

Getting Access to Municipal Services for Semiahmoo First Nation:

Semiahmoo First Nation and their members have not had access to the municipal services generally provided across British Columbia. Our small parcel of Indian Reserve Land may be one of the only locations inside of Metro Vancouver boundaries where the local residents have not had potable water, transportation links and sanitary sewer. The Semiahmoo members have been forced to rely on wells and septic fields. In 2016, the City of White Rock announced it was cancelling access to the Aquifer managed by the City of White Rock, essentially cutting Semiahmoo First Nation off from the only source of water that had ever been available to the membership.

Semiahmoo, working with Indigenous Services Canada, eventually identified that the City of Surrey was willing to find a source of potable water. At the same time, access to sanitary sewer connections to replace the septic fields connected to residences and properties of Semiahmoo members was also needed. In early 2021, Semiahmoo First Nation completed our first connections to water service from Surrey. The Sanitary Sewer work started at the same time and is almost complete. This will allow many members to get off of septic tanks and to link to Metro Vancouvers sanitary sewer system. There are still gaps in the delivery of these services to the entire area of the reserve, but most of it will be completed and connected to Metro Vancouver in 2022.

So far, this process has consumed critical resources from both Indigenous Services Canada, Semiahmoo First Nation and the Province of BC. Semiahmoo is most anxious to have this work completed and these services available to our members.

Long term economic development in the Area:

Since our existing land holdings are so small, its **critical** that no aspect of Metro Vancouver or City of Surrey Planning restricts our ability to make highest and best use of the few resources we have. This must include Semiahmoo's interests in all aspects of natural resources, including those which we depended on for food, including shellfish in Boundary Bay, and all aspects of fish and fisheries.

A significant amount of work has been undertaken to identify and document potential damage to the current resources used by Semiahmoo First Nation as part of their traditional practices, around both fresh and saltwater resources in the Little Campbell River and Boundary Bay. Cross-border work into Semiahmoo Bay in Washington State was underway before COVID hit and is currently being restarted using an established Local Conservation group which includes Semiahmoo First Nation.

Semiahmoo First Nation is still looking for lands which can be added to the existing Indian Reserve lands. That is a complicated process, but Additional Reserve lands could assist Semiahmoo in its desire to have a stable base community for our members.

We have agreed with the City of Surrey to complete a Cumulative Impact Assessment that will demonstrate how much of our original interests and rights have been compromised by actions of government over the past 133 years. This will allow Semiahmoo First Nation and the City of Surrey to define the things that matter to both levels of Government. We need to find ways to address and accommodate those potential problems. Semiahmoo wants to have this work complete, so that issues affecting Semiahmoo lands may be identified and avoided, as the work continues. This should assist in developing a more complete working relationship between the City of Surrey, Semiahmoo First Nation and other levels of Government.

The work to build a partnership between Metro Vancouver planning processes and Semiahmoo First Nation has started, but some important elements have not been addressed. Semiahmoo First Nation has significant constitutionally protected interests in the lands and resources in the immediate area of our existing Indian Reserve Lands. This includes all the parcels covered by this South Campbell Heights Land Use Plan. Metro Vancouver cannot undertake changes to these designations, without understanding and incorporating Semiahmoo First Nations interests.

Servicing overview:

In working with the City of Surrey, and Indigenous Services Canada, the complete Water and Sewer system for the whole of Semiahmoo First Nation Reserve Lands must be identified to allow for future growth in Semiahmoo's on reserve population. Equally important is the detailed planning needed for effective economic development on Semiahmoo Indian Reserve Lands. A number of these Economic Initiatives are in the planning stages, and there is a critical need to identify the processes underway, and to identify now the necessary changes in Services, utilities and access to transportation for Semiahmoo First Nation and its members.

Failing to include Semiahmoo First Nation on a Government-to-Government level as the work was underway, has brought us to this potential bump in the relationship between Semiahmoo First Nation, City of Surrey and Metro Vancouver. The City of Surrey could have included Semiahmoo First Nations interests, establishing a dialogue about our mutual needs and wants, as they worked through the planning processes they initiated. Our concern here is to identify deficiencies so that critical resources can be identified and protected NOW, so no further degradation of the Natural Resources can occur and Semiahmoo's interests be accommodated, even if its late.

Semiahmoo First Nation is demonstrating its determination to work effectively with other levels of government and intend to continue to do so. The next steps in the Changes Requested by the City of Surrey around changing the Designation for South Campbell Heights, to one which identifies and accommodates Semiahmoo First Nations Rights and Title can be managed.

Semiahmoo is looking forward to assisting with those changes.

SUMMARY OF CONCERNS FROM SEMIAHMOO FIRST NATION:

1. Semiahmoo understood the objectives of the MVRD Urban Containment Boundary, yet it is being modified. Semiahmoo was not consulted on amending the Urban Containment Boundary as it adds to cumulative impacts of industrial development on Semiahmoo Traditional lands and resources. Impacts include further disturbing archaeological sites and remains.

2. The South Campbell Heights area is agricultural land and vegetated lands. Rainfall has a chance to infiltrate into the ground and the aquifer, and filter naturally, and slowly drain into Little

Campbell River. The proposed Plan to develop "employment lands" (light industrial and retail lands) will increase the proportion of hard surfaces that direct rainfall directly into drainage rather than absorption into the ground and aquifers. The Little Campbell River and Boundary Bay are critical locations for food for Semiahmoo people. The area could receive increased run-off rates and contaminants from the development of these lands. Currently, shellfish is unsafe to consume. The potential effect of development in South Campbell Heights will be to introduce more contaminants into Boundary Bay, thus setting back our efforts to reduce sources of pollutants so that we may safely consume the shellfish again. Areas for natural infiltration of rainwater into the ground has been continuously lost and the Little Campbell River and Boundary Bay receive the cumulative impacts of those changes.

3. Semiahmoo First Nation intends to work constructively with governments including the City of Surrey and Metro Vancouver on issues of economic development, community well being, environmental conservation, and the opportunity for Semiahmoo First Nation to pursue its own economic future. This includes access to the same municipal services (sanitary, water, transportation) afforded other municipalities in Metro Vancouver Regional District. Semiahmoo needs to know that the services made available have the capacity needed to accommodate Semiahmoo First Nations members residential needs as well as the needed Economic Development for our community. Previously we have been denied access to the capacity needed.

   Semiahmoo First Nation looks forward to advancing consultation and a collaborative working relationship with Metro Vancouver Regional District and the City of Surrey.

We are pleased to have had the opportunity to register our concerns and comments on the proposed Land Use Designation Amendment request from the City of Surrey - South Campbell Heights Area and look forward to the continued development of the working relationship needed for long term joint planning. If you have any questions, please do not hesitate to contact me by email at semiahmoojoanne@gmail.com or by phone at 604-813-3142. HISKWE (Thank you)

Respectfully yours,

Councillor Joanne Charles
On behalf of the Semiahmoo Chief and Council

CC: Maureen Trainor, Executive Assistant, CAO Executive Office
Members of the Legislative Assembly of BC
Members of the Parliament of Canada
Local Governments

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

MEMORANDUM

Liquid Waste Services
Tel. 604.432.6274

TO: **Peter Navratil**
General Manager, LWS

DATE: December 15, 2021

FROM: John McMahon, Lead Senior Engineer
LWS, Policy Planning and Analysis

FILE NO. **CP-18-02-F20**

cc: Paul Kadota

RE: **Sewer Servicing Considerations for South Campbell Heights in Surrey**

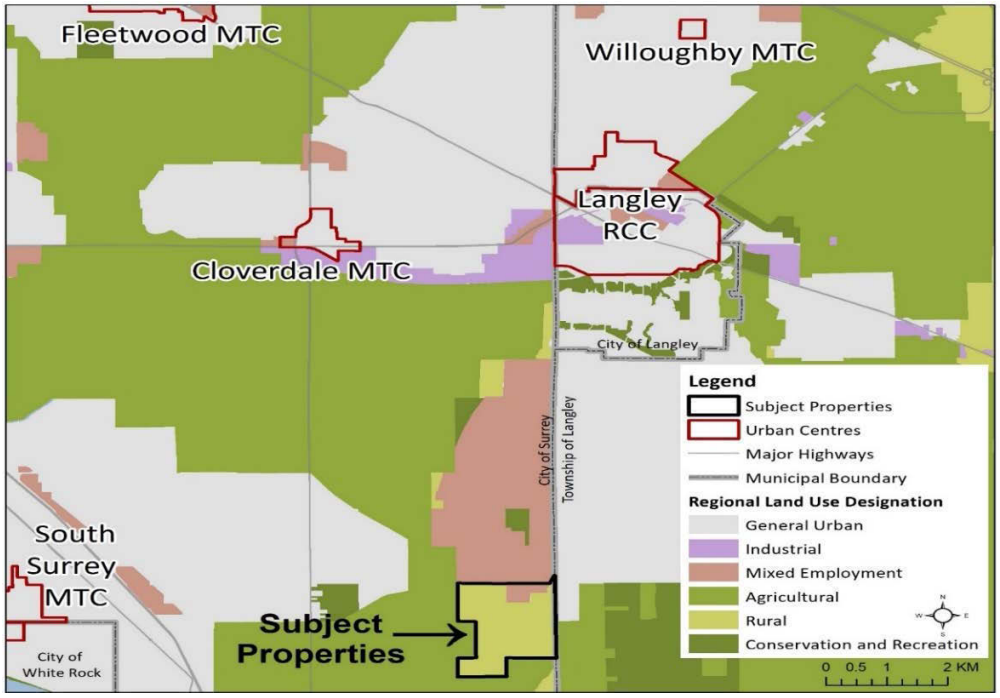
1 PURPOSE

To identify preliminary sanitary servicing considerations and potential inclusion within the Fraser Sewerage Area (FSA) for the proposed development of the South Campbell Heights area.

2 LAND USE PLANNING CONTEXT

On October 29, 2021, the MVRD Board gave first, second and third reading to a *Metro 2040* amending bylaw corresponding with the Revised Stage 1 South Campbell Heights Land Use Plan. The South Campbell Heights area is located in the southeast area of the City of Surrey adjacent to the municipal boundary with the Township of Langley (Figure 1).

Figure 1 - Sub-Regional Context for the South Campbell Heights Area



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2.1 Proposed Amendment

The requested RGS amendment includes: the re-designation of Rural designated lands (within a Special Study Area) to: Mixed Employment (160.8 ha), Conservation and Recreation (55.5 ha) and Agricultural (12.1 ha). The entire Special Study Area (228.29 ha) is located outside the Urban Containment Boundary and, with the exception of five contiguous parcels along 20 Ave (near 192 St), is outside the Fraser Sewerage Area. The existing and proposed regional land use designation changes are depicted in Figures 2 and 3, and the limit of the Fraser Sewerage Area is shown in Figure 4.

Figure 2 - Regional Land Use Designations, Urban Containment Boundary and Special Study Area

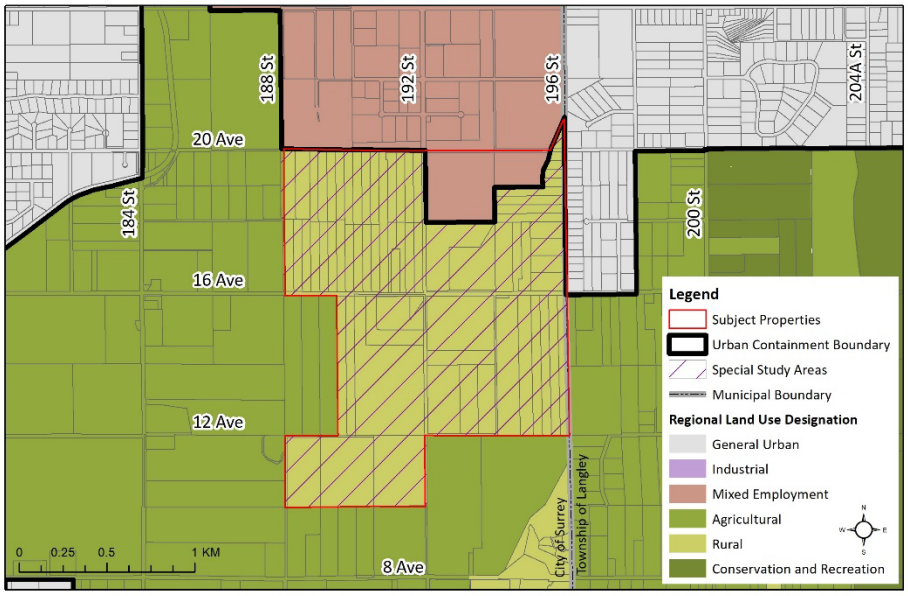
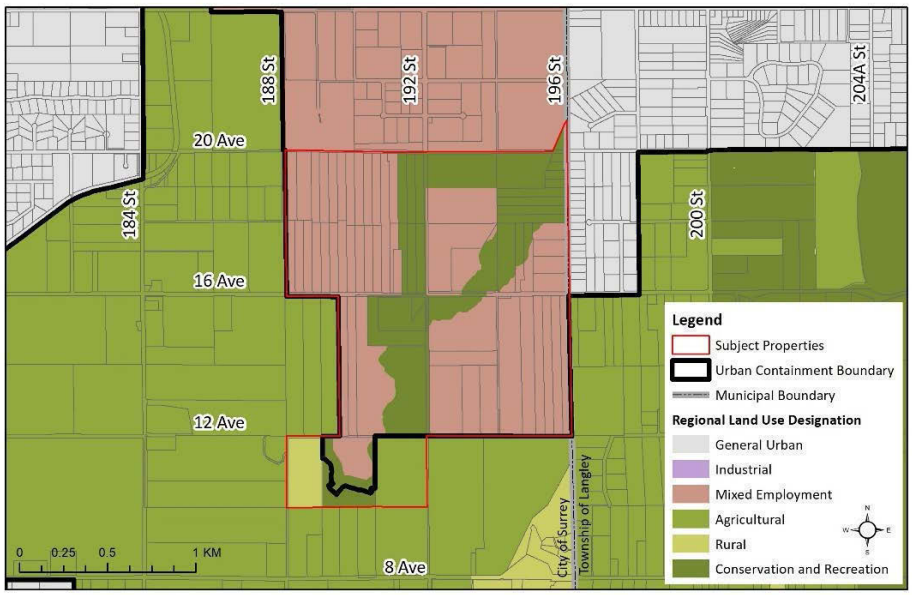


Figure 3 - Proposed Regional Land Use Designations and Urban Containment Boundary Alignment



2.2 INFRASTRUCTURE IMPLICATIONS OF EXPANDING THE URBAN CONTAINMENT BOUNDARY

A Metro Vancouver staff report regarding the proposed amendment was presented to the Regional Planning Committee (Oct. 8, 2021) and MVRD Board (Oct. 29, 2021) and noted that:

The UCB is also an essential tool for supporting the efficient provision of urban infrastructure across the region. Regional sewerage and water services and transit expansions are necessitated by realigning the UCB, ultimately requiring increased service levels and costs. If the proposed amendment is adopted, the City of Surrey will need to seek an amendment to the Fraser Sewerage Area (FSA) from the GVS&DD Board; the review of this amendment would be predicated on the technical and financial feasibility and capacity of services. Staff note that the existing Metro Vancouver sewerage infrastructure required to service these lands may not be sufficient; further analysis will need to be undertaken in this regard.

3 SEWERAGE AREA AMENDMENT/EXTENSION PROCESS

The provision of GVS&DD sewer services requires a subject area be included within a designated GVS&DD sewerage area. Amending a GVS&DD sewerage area to include additional properties is a two-step process:

i) Sewerage area amendment requests are received by Metro Vancouver through a municipal request, generally in the form of a municipal council resolution. Metro Vancouver conducts an initial high-level review looking for technical or financial issues and then the application is reviewed for Metro 2040 (RGS) issues and submitted for Metro Vancouver Regional District (MVRD) Board consideration. In the current case, the MVRD Board is already considering an RGS amendment request.

ii) Subsequent to MVRD Board consideration, all MVRD Board resolutions pertaining to an application to extend GVS&DD sewerage services will be sent to the GVS&DD Board for final decision. In cases where the MVRD Board has resolved that an application is not acceptable under Metro 2040, the GVS&DD Board is bound by that resolution and must not approve the extension of regional services. In the cases where the MVRD Board has resolved that an application is acceptable under Metro 2040, the GVS&DD Board has sole discretion either to approve or deny the application. GVS&DD technical considerations will include regional sewerage capacity, treatment system impacts, financial considerations, and permitting requirements. Should the technical review result in a recommendation to amend the sewerage area, GVS&DD Board consideration will be sought asking for an amendment of the *Greater Vancouver Sewerage and Drainage District Sewerage and Drainage Areas Boundaries Bylaw, No. 310, 2018*. To date, the GVS&DD has not received an application from Surrey to include the South Campbell Heights neighbourhood within the FSA.

If the current proposed Metro 2040 amendment request is approved by the MVRD Board, the City of Surrey could:

1. Submit a one-time FSA amendment request for the re-zoned South Campbell Heights. However, at this stage, complete servicing details (e.g. flows, types of businesses) may not be available which could delay the review and approval process; or,

2. Submit individual amendment requests for each property as detailed development plans and associated technical details are better understood.

Subsequent to the FSA amendment, Surrey will need to submit *Form 35C – Application to Extend Sewer and Drainage System* – outlining details of each sewer extension.

4 LIQUID WASTE SERVICING (LWS) IMPLICATIONS

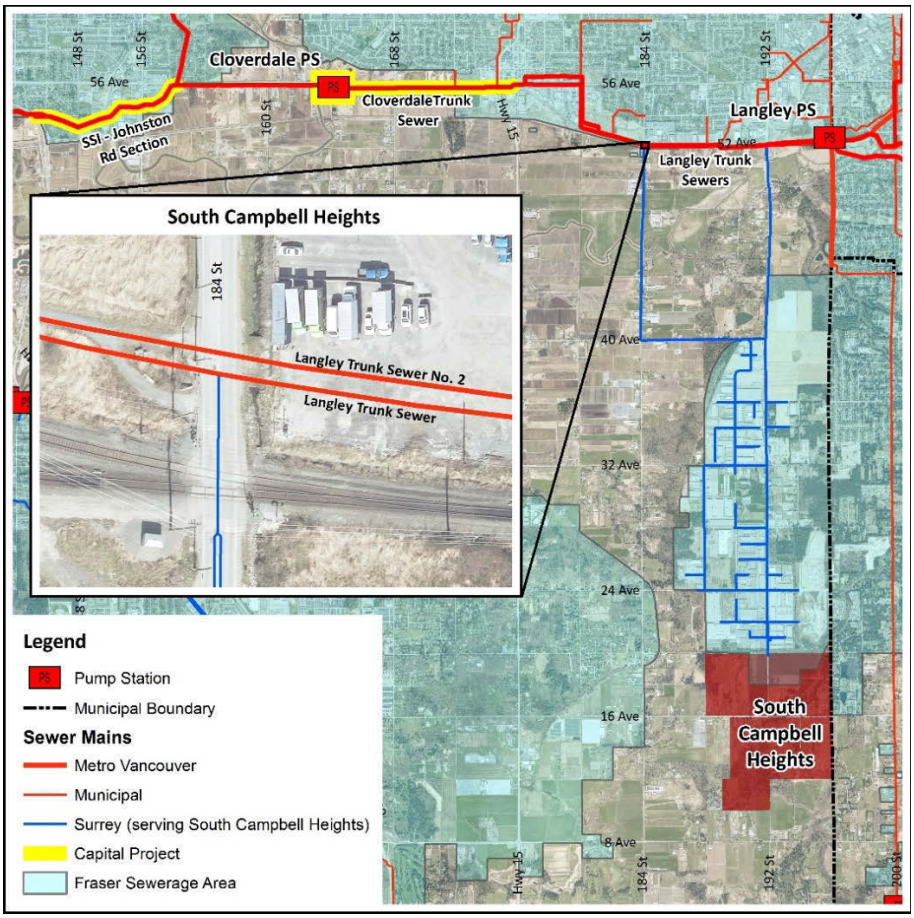
Near and long term sanitary servicing planning within the Fraser Sewerage Area is currently under review. The following preliminary information is provided to illustrate potential sewer servicing impacts associated with proposed development in South Campbell Heights. A further analysis of the implications will be done upon receipt of more detailed servicing projections from the City of Surrey.

4.1 Near Term (<2040)

4.1.1 City of Surrey Provided Information

City of Surrey (CoS) staff report that the development will be connected to an existing CoS collection sewer, which will then discharge to the GVS&DD Langley Trunk Sewer (LTS) at 184St & 53nd Ave. Figure 4 illustrates key components of the system that would provide liquid waste services to the development.

Figure 4 - Proposed Servicing Implications



The projected preliminary buildout characteristics for liquid waste servicing provided by CoS staff are:

- 144 ha of business employment
- 90 people per ha.
- 12,920 Population Equivalent
- Average Dry Weather Flow (ADWF): 53 L/s

City of Surrey Engineering staff have suggested that a near term phasing of development (2025-2030) could generate ADWF contributions of approximately 32 L/s, while a peak weather flow estimate is not available.

The existing flows in the Langley Trunk Sewer (LTS) are in the range of ADWF ~315 L/s, PDWF: ~600 L/s, PWWF: ~1100 L/s. Using the flows given, Phase I of this development would increase the ADWF by approximately 10%.

4.1.2 GVS&DD Current Status and Implications

The South Surrey Interceptor (SSI) consists of a number of different physical components including pump stations and sewers. Under dry weather flow conditions, the SSI has capacity to accept the flow from the proposed development. However, under storm events, the SSI is challenged to provide sufficient conveyance capacity due to high Inflow and Infiltration (I&I) contributions. This results in Sanitary Sewer Overflow (SSO) incidents and each incident results in MV being out of compliance and is immediately reportable to provincial regulators. Additional flows from this development will compound the WWF challenges the system is already experiencing and could add to the frequency and extent of each incident.

The regional system alone experienced 77, 44, and 88 SSO's system wide for 2018, 2019 and 2020 respectively, and 80 as of this writing in 2021. The most recent series of storms in Nov 2021 resulting in 49 SSO's system wide, with 13 of those located on the SSI.

To limit the impact of this development during WWF conditions, identifying and reducing existing I&I contributions from elsewhere in the system is strongly recommended.

There are numerous capital projects already under way or due to start shortly that will impact how GVS&DD will be able to provide service to this development. The key ones are summarized below along with their implications.

i. The Johnston Section upgrade is a significant project on a large section of the SSI that will provide conveyance capacity ($83M). This section is anticipated to be operational by 2025 and is downstream of the proposed development. It is anticipated to help reduce the impacts of WWF when operational.
ii. The Cloverdale Pump Station upgrade is a significant project on a key pump station on the SSI that will increase the conveyance capacity for the SSI ($36M). This upgrade is anticipated to be operational by 2028 and will beneficially impact the Langley Trunk Sewer that the proposed development will discharge to when operational.
iii. Similarly, the Cloverdale Trunk Sewer upgrade is a significant project that will increase the conveyance capacity of the SSI to the Cloverdale pump station ($29M). This upgrade is anticipated to be operational by 2029 and will also benefit the operation of the Langley Trunk Sewer.

Until these capital projects are operational, any additional flow will exacerbate the WWF challenges currently being experienced along the SSI.

The additional flow from the proposed development area will accelerate the need for the previously mentioned projects. System wide capacity assessments are ongoing, and it is expected that additional capital projects will be identified because of impacts from this development area. In particular, this could include the section of the SSI between the development area connection point, and the starting point of the Cloverdale Trunk Sewer project.

4.2 Long Term (>2040)

The Fraser Sewerage area is currently serviced by the Annacis WWTP (AIWWTP) and the Northwest Langley WWTP (NLWWTP), with Annacis providing the vast majority of the treatment capacity. NLWWTP is currently in the design phase to significantly expand to a regional level facility. The first phase is focused on treating contributions that will be diverted from the cities of Maple Ridge and Pitt Meadows, as well as its current catchment in northwest Langley Township.

In the future, NLWWTP is anticipated to be expanded to service the remainder of the Township of Langley, the City of Langley and a portion of the City of Surrey. The dividing line between areas that will contribute to the expanded NLWWTP, or will continue to AIWWTP is anticipated to be further refined over the next 5-10 years. The proposed development is near the border of the potential divide, though it is not anticipated to significantly impact that decision.

5 FSA Cost Apportionment

The costs of GVS&DD collection system capital projects are allocated to all municipal members serviced within each Sewerage Area. There are 15 members in the Fraser Sewerage Area and the 2022 cost apportionment is provided below in Table 1 for reference.

Table 1 – FSA Cost Apportionment Fractions

Municipality	Proportion of Fraser Sewerage Area
Village of Anmore	0.1%
City of Burnaby	16.7%
City of Coquitlam	9.7%
Corporation of Delta	6.4%
City of Langley	1.5%
Township of Langley	6.2%
District of Maple Ridge	5.4%
City of New Westminster	7.6%
District of Pitt Meadows	1.2%
City of Port Coquitlam	4.4%
City of Port Moody	1.7%
City of Richmond	0.6%
City of Surrey	35.8%
City of Vancouver	1.2%

City of White Rock	1.4%
Total	100.0%

6 Summary

The key items related to providing LWS servicing for the proposed development area are as follows:

- The South Campbell Heights area is currently not within the Fraser Sewerage Area.
- If the MVRD Board resolves that the application is consistent with the provisions of Metro 2040, or amends Metro 2040 accordingly, the City of Surrey will need to submit an FSA amendment request to the GVS&DD for technical review and GVS&DD Board consideration.
- Subsequent to an approved FSA amendment, Surrey will need to submit Form 35C – Application to Extend Sewer and Drainage System – outlining details of each sewer extension.
- Liquid waste servicing capacity under dry weather conditions is available within the existing system.
- Liquid waste servicing capacity under wet weather conditions in the South Surrey Interceptor is challenged due to high Inflow and Infiltration (I&I) contributions. Additional flow from this development will compound the challenges the system is already experiencing.
- It is recommended that the City of Surrey review their system and implement I&I reduction measures elsewhere in their system that could help reduce I&I overall.
- Currently planned and potential additional capital works will likely need to be accelerated to address future growth and help to reduce the impact of wet weather conditions.
- This is a preliminary investigation and refinement of flow estimates will provide improved evaluation of the impact of including the South Campbell Heights into the Fraser Sewerage Area system.

Input to this memo has been provided by staff from both Regional Planning and Policy, Planning and Analysis.

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SERVICES AND SOLUTIONS FOR A LIVABLE REGION

MEMORANDUM

Water Services
Tel. 604 436-6893 Fax 604-432-6297

TO:	**Marilyn Towill, P. Eng.** General Manager, Water Services	**DATE:**	12/10/2021
FROM:	Lucas Pitts, P. Eng., Director(Acting), Policy, Planning and Analysis	**FILE NO.**	**CP-19-02**
		cc:	
RE:	**Regional Growth Strategy Amendment Request – South Campbell Heights**		

Purpose

This memo identifies concerns from GVWD's perspective on the request from the City of Surrey to amend the Metro Vancouver 2040 Regional Growth Strategy (RGS) to include the South Campbell Height lands in the Urban Containment Boundary.

Background

The September 20, 2021 memo titled *"Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights*" and associated attachments were reviewed. The memo describes the City of Surrey's request for Metro Vancouver to amend the Metro 2040 RGS to include the revised Stage 1 South Campbell Heights Land Use Plan. The requested amendment includes:

- the redesignation of 228.4 ha of Rural designated lands (within a Special Study Area) to Mixed Employment (160.8 ha), Conservation and Recreation (55.5 ha) and Agricultural (12.1 ha);
- the extension of the Urban Containment Boundary by 223.7 hectares; and
- the redesignation of some Mixed Employment lands within the Urban Containment Boundary to Conservation and Recreation (13.4 ha).

Figure 1 shows the location of the South Campbell Heights development, drinking water infrastructure in the vicinity of the development, and the underlying Brookswood Aquifer.

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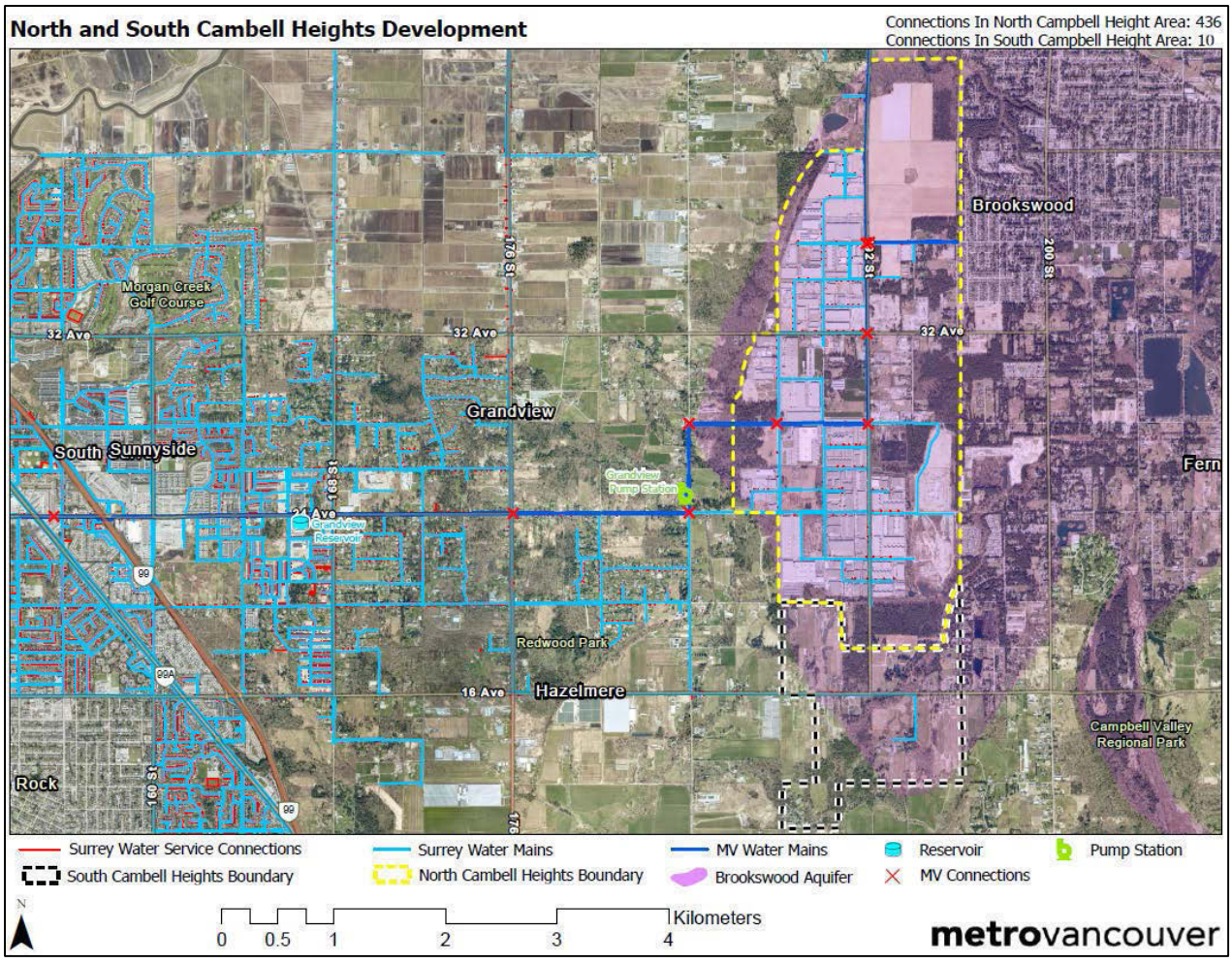

Figure 1 South Campbell Heights development and surrounding area

Concerns

The GVWD has reviewed the proposed amendment to the RGS; the review focuses on the development's impact on the current water transmission system and potential future impacts on the Region's drinking water. The GVWD has noted several concerns with the proposed amendment, including the following:

1. **Impacts to the efficiency and sustainability of the transmission system**

   There are currently seven connections between the MV transmission system and the City of Surrey distribution system in the development vicinity, as shown in red 'x's on Figure 1. The 300 mm connection at 184th St. and 24th Ave. is the closest connection to the development and is of particular concern, even at its current state, as it intercepts pumped water from MV's Grandview PS destined for Grandview Reservoir. This connection delivers water to the low-land areas at a lower pressure zone and has deleterious effects on the efficiency and sustainability of the transmission system in the area and upstream.

The City of Surrey's demand forecasts for the proposed development have not been provided, so the exact hydraulic impacts cannot yet be ascertained. However, increasing demands at the existing connections in this area of the transmission system will result in increased pumping from the Grandview, Cape Horn, and Barnston Maple Ridge pump stations. Providing water in this manner increases MV's carbon footprint, greenhouse gases, and capital and operational costs over the years with benefit of the City of Surrey. Supplying water to the proposed development could be considered with minimal regional system impacts if supplied from the MV Clayton Reservoir using the City of Surrey's water mains. Supply from the Grandview Reservoir is also not preferred as it would entail using high-pressure water (107 m) for a lower pressure zone (90 m) and may also require expediting the construction of Grandview Reservoir's second cell, which is currently slated for 2030.

2. Inadvertent adverse influences to the Brookswood Aquifer

The proposed development partially intersects with the Brookswood Aquifer, as shown in purple on Figure 1, and 767 individual wells[i] rely on it for drinking water in the City of Surrey and Township of Langley. The Township of Langley typically relies on this aquifer for about 20%[ii] of their municipal drinking water; however, the Brookswood Aquifer wells are temporarily offline while the Township investigates treatment options for the wells due to elevated iron and manganese, which are typically naturally occurring in groundwater.

The aquifer has been identified as one of the three most vulnerable aquifers in the Fraser Valley[iii] by Golder in the Township of Langley's Water Master Plan. The aquifer is largely unconfined with a shallow water level and hydraulically connected to the Campbell River, which runs along the southern portion of the South Campbell Heights lands[iv].

Though groundwater protection is outside the GVWD's mandate, alternative water sources provide flexibility and improve the Region's resiliency. There is risk that the proposed development may adversely impact the Brookswood Aquifer due to increased industrial activity in the area. Should the aquifer become compromised, there could be an additional request from the Township of Langley and the City of Surrey to secure more water from the GVWD system. Therefore, a significant unplanned increase in demand, which may lead to costlier investments in GVWD's system.

3. Incongruity with Current Long Range Plans

The GVWD completes long-range planning for the water servicing in the Region based on population, density data, and water use projections submitted by the member jurisdictions. The proposed development was not included in the previous long-term plans

provided by the City of Surrey, while it has the potential to alter long-range plans and impact projects across the Region, requiring the long-range plans for regional water supply infrastructure to be reassessed. Any unplanned growth potentially negates the current water conservation efforts and may affect GVWD's ability to defer large infrastructure projects such as the Coquitlam Lake Water Supply project.

Conclusions

The GVWD has the following concerns with proceeding with this development:

1. If the development is supplied through the closest existing connections to MV's transmission system, the increased demand would be detrimental to the efficiency and sustainability of the regional water system.
2. If the Brookswood aquifer is compromised by the development, it could result in a significant increase in demand for the GVWD system.
3. This deviation from the Metro Vancouver 2040 Regional Growth Strategy (RGS) is likely to negate the water conservation efforts and affect GVWD's ability to defer major capital projects.

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1. Groundwater Wells and Aquifers - Province of British Columbia (gov.bc.ca)
2. Township of Langley Water Quality Report 2018
3. Township of Langley Water Management Plan
4. Brookswood Aquifer Description

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NORTH VANCOUVER
DISTRICT

James A. Gordon CMC
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January 18, 2022
File: 01.0115.30/002.000

Chris Plagnol
Director / Corporate Officer
Board and Information Services
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Dear Mr. Plagnol:

Re: City of Surrey Proposal to Amend the Regional Growth Strategy

Please be advised that at a January 17, 2021 meeting, the Council for the District of North Vancouver adopted the following resolution:

> THAT the District of North Vancouver Council does not support the requested Metro 2040 Regional Growth Strategy Amendment from the City of Surrey to change the land use designation in the South Campbell Heights area to extend the Urban Containment Boundary as it is contrary to the goal of Metro 2040 to minimize expansion of the Urban Containment Boundary, encourages urban sprawl and impacts transportation;
>
> AND THAT this resolution be released to the public.

Council wants to reiterate its support for the present urban containment boundary and the importance containing growth whereas the City of Surrey proposal promotes sprawl and is not consistent with the Metro 2040 plan.

Should you have any questions or require further information with respect to this matter, please contact me directly at 604-990-2207 or gordonj@dnv.org.

Sincerely,

James Gordon
Manager of Administrative Services / Municipal Clerk

Document: 5368054

January 13, 2022 File: CR-12-01

Office of the Chair
Metro Vancouver Regional Board
4515 Central Boulevard
Burnaby, BC V5H 0C6
CAOAdministration@metrovancouver.org

To whom it may concern:

Re: Metro 2040: Shaping our Future Land Use Designation Amendment Requests from the City of Surrey

At its Regular Meeting on January 11, 2022, the City of Pitt Meadows Council passed the following resolution regarding the Metro 2040 Land Use Amendment Requests from the City of Surrey:

"THAT Council:

A. Direct Staff to forward the City of Pitt Meadows' comments, inclusive of Council's feedback, relating to the three Metro 2040 amendments proposed by the City of Surrey to the Metro Vancouver Regional District Board, as outlined in the January 5, 2022 'Metro 2040 Land Use Amendment Request from the City of Surrey' staff report."

Please see the attached document for the staff comments endorsed by Council and their additional feedback for the proposed land use amendment requests related to South Campbell Heights.

On behalf of Council, thank-you for this opportunity to comment on the proposed amendments to the regional growth strategy.

Sincerely,

Anne Berry, Director of Planning

Staff Comments

Mixed Employment Land Use Designation:

Advantages:

- Increases the supply of industrial and employment lands in the region.

Disadvantages:

- A Mixed Employment designation can potentially create commercial sprawl by attracting employment uses away from the City's existing Urban Centres.

Staff Comments:

- To mitigate commercial sprawl and protect the lands for industrial uses, the land use designation should be Industrial, not Mixed Employment.

Transportation Network:

Advantages:

- The subject site is located close to the U.S. border and major road networks to facilitate the movement of goods.

Disadvantages:

- Transit or regional walking or cycling networks do not well serve the site.
- There will be increased pressure to expand transit service beyond what is contemplated in the current TransLink Investment Plan.
- The current road network is mainly two-lane roads which likely cannot accommodate the additional commercial vehicles and traffic, so future road upgrades by the City will be required.

Staff Comments: N/A

Extension of the Urban Containment Boundary:

Advantages:

- The site has already been identified as a Special Study Area.

Disadvantages:

- Expansions of the UCB, like the one proposed, may open the door to future applications that protrude into rural, agricultural or conservation and recreation lands.
- The potential for increased land speculation especially concerns for the adjacent ALR land.
- Regional sewerage and water services and transit expansions are required to realign the UCB, which is not cost-effective and is contrary to the intent of the UCB.
- If approved, the proposal may counteract efforts to intensify/densify industrial lands in the region.

Staff Comments:

- Mitigating speculation can be accomplished by designating the land Industrial rather than Mixed Employment. Industrial land is less likely to result in land speculation because it does not create commercial sprawl.

Environmental Concerns:

Advantages:

- The Conservation and Recreation land use designation provides a buffer along the Little Campbell River Riparian Corridor.
- The City of Surrey has committed to additional study and monitoring groundwater impacts through subsequent phases of the South Campbell Heights Land Use Plan.

Disadvantages:

- The amount of environmental work done to date is limited, so the ecological impacts are still uncertain.
- The Township of Langley has expressed concern regarding the site's proximity to the Brookswood aquifer, which is vulnerable to contamination and reduced recharging through development.

Staff Comments:

- Pitt Meadows staff support establishing a buffer area around the South Campbell Heights area perimeter to reduce impacts to the surrounding agricultural land.
- Staff encourage Surrey to conduct environmental studies before Phase II of the land use plan to understand better the ecological impacts of the development (e.g. tree canopy loss, riparian habitats, Brookswood aquifer).

Climate Action:

Advantages: N/A

Disadvantages:

- Any expansion of the UCB will have impacts on the area's resilience to climate change and will contribute to an increase in GHG's which does not support the RGS's climate action policies.

Staff Comments:

- Pitt Meadows staff encourage the City of Surrey to prioritize applying the climate action policies of the Regional Growth Strategy to the South Campbell Heights Land Use plan.

In terms of additional feedback, Council's concerns were related to the proposed South Campbell Heights land use plan concerning the current traffic volumes, which would be further increased if the land use plan were to be approved. Council's response to this proposal is to

ensure that the City of Surrey adequately addresses infrastructure upgrades and transportation plans for 16th Avenue.

Council's response to this proposal is to ensure that the City of Surrey adequately addresses infrastructure upgrades and transportation plans for 16th Avenue and considers the overall impact of traffic to the surrounding transportation network in Surrey and along major transportation corridors leading in and out of the City.

MAYOR DARRYL WALKER
OFFICE OF THE MAYOR
WHITE ROCK, BC CANADA

January 12, 2022

File No. 0220-20-04

Metro Vancouver Regional District
4515 Central Boulevard,
Burnaby, BC, Canada
V5H 0C6

Dear Chair Dhaliwal and Board Members:

Re: Metro Vancouver 2040: Shaping Our Future Land Use Designation Amendment Request from the City of Surrey – South Campbell Heights

Council, at its meeting of November 22, 2021, reviewed the South Campbell Heights Amendment. We offer the following comments for your consideration.

1. The Amendment, as proposed, will result in the premature development of south east Surrey. At best this is leap frogging the current development pattern. At worst, it constitutes urban sprawl which is contrary to the objectives in Metro 2040 RGS.

2. The Amendment, as proposed, will require the extension of regional services into south east Surrey. Regional planning projections and analysis demonstrates there is sufficient land within the UCB to accommodate future growth, including industrial growth, for the coming decades.

3. The Amendment will require significant upgrading of roads, particularly south of 16 Avenue. There will be pressure to increase and expand transit service beyond what is contemplated in the TransLink Investment Plan. This creates challenges from a transit service design and fare recovery perspective, especially as South Campbell Heights is in a relatively isolated outlying location with limited street connectivity.

4. There is no need to extend the UCB as there may be sites closer to central Surrey within the UCB better able to accommodate industrial jobs.

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Tel: (604) 541-2131 Fax: (604) 541-9348 Email: dwalker@whiterockcity.ca Website: www.whiterockcity.ca

5. The environmental impacts resulting from the development of South Campbell Heights are unknown. These need to be identified before the lands are designated industrial, mixed employment or otherwise. The proposed designation of 55.52 hectares to Conservation and Recreation provides no comfort against the potentially devastating impact to groundwater resulting from the industrial development of South Campbell Heights.

White Rock recommends that Bylaw 1328, 2021 be defeated. Surrey is encouraged to identify sites within the UCB which may be better suited to industrial development than South Campbell Heights.

Sincerely,

Darryl Walker, Mayor

cc: Member Municipalities

COMMITTEE INFORMATION ITEMS AND DELEGATION SUMMARIES

Metro Vancouver Regional District
Board Meeting Date – Friday, January 28, 2022

This information item, listing recent information received by committee, is provided for the MVRD Board's information. Please access a complete PDF package here.

Performance and Audit Committee – January 13, 2022

Delegation Summaries:
No delegations presented

Information Items:
5.1 MVRD Audit Plan from BDO Canada LLP
5.4 Tender/Contract Award Information – September 2021 to November 2021

Regional Planning Committee – January 14, 2022

Delegation Summaries:
3.1 Alex Boston, Renewable Cities, Simon Fraser University

Climate Action Committee – January 14, 2022

Delegation Summaries:
3.1 Alex Boston, Renewable Cities, Simon Fraser University
3.2 Christy Juteau, A Rocha

Information Items:
5.4 Metro Vancouver Regional Consumption-Based Emissions Inventory

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