

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

REGULAR MEETING

January 14, 2022

9:00 AM

**Meeting conducted electronically pursuant to the Procedure Bylaw
28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia**

Webstream available at <http://www.metrovanancouver.org>

REVISED AGENDA¹

OPENING REMARKS

Director Sav Dhaliwal, Board Chair

1. ADOPTION OF THE AGENDA

1.1 January 14, 2022 Regular Meeting Agenda

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for January 14, 2022, as circulated.

2. ADOPTION OF THE MINUTES

2.1 November 5, 2021 Regular Meeting Minutes

That the Regional Planning Committee adopt the minutes of its regular meeting held November 5, 2021, as circulated.

3. DELEGATIONS

Added

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

Subject: Making Metro 2050 Matter: Climate, Congestion, Affordability & Prosperity

4. INVITED PRESENTATIONS

5. REPORTS FROM COMMITTEE OR STAFF

5.1 2022 Regional Planning Committee Schedule and Work Plan

That the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated December 14, 2021, titled "2022 Regional Planning Committee Priorities and Work Plan"; and

¹ Note: Recommendation is shown under each item, where applicable.

- b) endorse the work plan as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan”.

5.2 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, 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.

5.3 *Metro 2050* Bylaw Approvals Process

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

5.4 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”.

5.5 Manager’s Report

That the Regional Planning Committee receive for information the report dated December 14, 2021, titled “Manager’s Report”.

6 INFORMATION ITEMS

7 OTHER BUSINESS

8 BUSINESS ARISING FROM DELEGATIONS

9 RESOLUTION TO CLOSE MEETING

Note: The Committee 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.

10 ADJOURNMENT/CONCLUSION

That the Regional Planning Committee adjourn/conclude its regular meeting of January 14, 2022.

Membership:

Coté, Jonathan (C) - New Westminster
Froese, Jack (VC) - Langley Township
Copeland, Dan - Delta
Dueck, Judy - Maple Ridge
Gamboli, Nora - West Vancouver

Guerra, Laurie - Surrey
Hurley, Mike - Burnaby
Kirby-Yung, Sarah - Vancouver
McEwen, John - Anmore
Muri, Lisa - North Vancouver District

Steves, Harold - Richmond
Vagramov, Rob - Port Moody
van den Broek, Val - Langley City
West, Brad - Port Coquitlam

**METRO VANCOUVER REGIONAL DISTRICT
REGIONAL PLANNING COMMITTEE**

Minutes of the Regular Meeting of the Metro Vancouver Regional District (MVRD) Regional Planning Committee held at 9:01 a.m. on Friday, November 5, 2021 in the 28th Floor Boardroom, 4515 Central Boulevard, Burnaby, British Columbia.

MEMBERS PRESENT:

Chair, Mayor Jonathan Coté*, New Westminster
 Vice Chair, Mayor Jack Froese*, Langley Township
 Councillor Dan Copeland*, Delta
 Councillor Judy Dueck*, Maple Ridge
 Councillor Nora Gambioli*, West Vancouver (arrived at 9:06 a.m.)
 Councillor Laurie Guerra*, Surrey
 Mayor Mike Hurley*, Burnaby
 Councillor Sarah Kirby-Yung*, Vancouver
 Mayor John McEwen*, Anmore
 Councillor Lisa Muri*, North Vancouver District
 Councillor Harold Steves*, Richmond
 Mayor Rob Vagramov*, Port Moody
 Mayor Val van den Broek*, Langley City
 Mayor Brad West*, Port Coquitlam (arrived at 9:05 a.m.)

MEMBERS ABSENT:

None.

STAFF PRESENT:

Heather McNell, General Manager, Regional Planning and Housing Services
 Jerry W. Dobrovolny †, Chief Administrative Officer
 Natalia Melnikov, Legislative Services Coordinator, Board and Information Services

The Committee Chair called the meeting to order at 9:01 a.m.

Prior to Adoption of the Agenda, the Committee considered adding a correspondence item to the agenda.

Request of Staff:

Staff were requested to include the matter from correspondence from the City of Coquitlam, dated November 1, 2021, as it pertains to engagement during the development of Metro 2050 to the next Regional Planning Committee meeting.

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

† denotes electronic meeting participation

1. ADOPTION OF THE AGENDA

1.1 November 5, 2021 Regular Meeting Agenda

It was MOVED and SECONDED

That the Regional Planning Committee adopt the agenda for its regular meeting scheduled for November 5, 2021, as circulated.

CARRIED

Mayor Brad West arrived at 9:05 a.m.

Councillor Nora Gambioli arrived at 9:06 a.m.

2. ADOPTION OF THE MINUTES

2.1 October 8, 2021 Regular Meeting Minutes

It was MOVED and SECONDED

That the Regional Planning Committee adopt the minutes of its regular meeting held October 8, 2021, as circulated.

CARRIED

3. DELEGATIONS

No items presented.

4. INVITED PRESENTATIONS

4.1 John Hughes, Partner, HEMSON Consulting

John Hughes, Partner, HEMSON Consulting, provided members with a presentation on the City of Ottawa Case Study on Infill vs Greenfield Development highlighting geographic similarities between Metro Vancouver and the Ottawa region, urban growth challenges and financial considerations for infill and greenfield developments.

Presentation material titled "Municipal Finances: Infill vs Greenfield Development – City of Ottawa Case Study" is retained with the November 5, 2021 Regional Planning Committee agenda.

5. REPORTS FROM COMMITTEE OR STAFF

5.1 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 Regional Planning Committee and 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.

Members were provided a presentation on the expert panel recommendations and regional initiatives related to housing supply and affordability.

Presentation material titled “Expert Panel on the Future of Housing Supply and Affordability – Final Report” is retained with the November 5, 2021 Regional Planning Committee agenda.

It was MOVED and SECONDED

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.

CARRIED

5.2 Increasing Fines for the Illegal Removal of Trees

Report dated October 18, 2021 from Marcin Pachcinski, Division Manager, Electoral Area and Environment, and Edward Nichol, Regional Planner, Regional Planning and Housing Services, updating the Regional Planning Committee on the recommendation that was passed at a previous UBCM convention, which sought the authority for municipalities to increase fines for the illegal removal of trees within their jurisdiction, and reporting back with recommendations regarding further advocacy to the Province.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated October 18, 2021, titled “Increasing Fines for the Illegal Removal of Trees”.

CARRIED

5.3 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 Regional Planning Committee and MVRD Board the 2020 annual performance monitoring report of the region’s performance toward the goals of *Metro 2040*.

It was MOVED and SECONDED

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.

CARRIED

5.4 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, providing an update to the Regional Planning Committee and MVRD Board on the 2020 Procedural Report for *Metro Vancouver 2040: Shaping our Future* as required by *Greater Vancouver Regional Growth Strategy Procedures Bylaw No. 1148, 2011*.

It was MOVED and SECONDED

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

CARRIED

5.5 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 Regional Planning Committee and MVRD Board with information on the methodology and model assumptions that were used to produce Metro Vancouver’s population growth, dwelling unit and employment growth projections.

Members were provided a presentation on the regional growth projections methodology highlighting the residential dwelling and employment growth components.

Presentation material titled “Regional Projections Methodology – Population, Dwelling Unit and Employment Growth” is retained with the November 5, 2021 Regional Planning Committee agenda.

It was MOVED and SECONDED

That the MVRD Board receive for information the report dated October 7, 2021, titled, “Metro Vancouver Growth Projections, Methodology and Technical Report”.

CARRIED

5.6 Manager’s Report

Report dated October 18, 2021 from Heather McNell, General Manager, Regional Planning and Housing Services, providing the Regional Planning Committee with updates on the 2021 Work Plan, Regional Industrial Land strategy and implementation, regional land use assessment, Housing and Transportation Cost Burden Study, Where Matters 2 project, Regional Agricultural Land Use inventory, and Ecosystem Services from Agricultural Lands strategy.

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the report dated October 18, 2021, titled "Manager's Report".

CARRIED

6. INFORMATION ITEMS

6.1 Mayors Committee report dated September 3, 2021, titled "Zoning Bylaw Resource for Member Jurisdictions"

It was MOVED and SECONDED

That the Regional Planning Committee receive for information the Mayors Committee report dated September 3, 2021, titled "Zoning Bylaw Resource for Member Jurisdictions".

CARRIED

7. OTHER BUSINESS

No items presented.

BUSINESS ARISING FROM DELEGATIONS

No items presented.

8. RESOLUTION TO CLOSE MEETING

No items presented.

9. ADJOURNMENT/CONCLUSION

It was MOVED and SECONDED

That the Regional Planning Committee conclude its regular meeting of November 5, 2021.

CARRIED

(Time: 9:51 a.m.)

Natalia Melnikov,
Legislative Services Coordinator

Jonathan Côté, Chair

48882997 FINAL

DELEGATION EXECUTIVE SUMMARY

Name or Organization: Alex Boston, ED Renewable Cities & Fellow, SFU Morris J Wosk Centre for Dialogue

Subject: Making Metro 2050 Matter: Climate, Congestion, Affordability & Prosperity

Presenting to: Regional Planning Committee

Date of Meeting: January 14, 2022

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 behave 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, imperfect and wildly successful, local governments’ commendable 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 reductions attributable to the RGS. Land use is becoming less versus more sustainable. Strategically located Industrial land is being displaced by residential. Agricultural and natural areas are being displaced by sub-standard industrial sprawl, exacerbating risks to climate change. At the same time, leading U.S. cities—including competing port cities—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% 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 vehicles 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 5, 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 lay out a more sustainable land use agenda.

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 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.

Land Use: Lowest Cost, Highest Benefit Strategy Wedge

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 transportation spending—the largest household expenditure after housing. Sustainable land use can dramatically reduce the magnitude of 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!

Metro Vancouver can 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

To: Regional Planning Committee

From: Sean Galloway, Director, Regional Planning and Electoral Area Services,
Regional Planning and Housing Services

Date: December 14, 2021 Meeting Date: January 14, 2022

Subject: **2022 Regional Planning Committee Schedule and Work Plan**

RECOMMENDATION

That the Regional Planning Committee:

- a) receive for information the Regional Planning Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan”; and
 - b) endorse the work plan as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan”.
-

EXECUTIVE SUMMARY

This report conveys the 2022 priorities and terms of reference for the Regional Planning Committee, and aligns with the 2022 Budget and Business Plan for the Regional Planning function, approved by the Metro Vancouver Regional District (MVRD) Board. Quarters 1 and 2 will be largely dedicated to the approvals phase of *Metro 2050*, which includes the public hearing, signatory acceptance and final adoption. With the potential conclusion of the *Metro 2050* process, Regional Planning will be refocusing its efforts towards project based work, with the larger projects highlighted below, and the complete project list noted later in the report.

1. Growth Management and Investment Model
2. Behavioural Model
3. Housing and Transportation Cost Burden Study Update
4. Regional Land Use Assessment
5. Sensitive Ecosystem Inventory
6. Regional Agricultural Land Use Inventory

PURPOSE

To provide the Regional Planning Committee with its Terms of Reference, the 2022 Work Plan, and the Annual Meeting Schedule.

BACKGROUND

Annually, following the Board Inaugural meeting in November, the Board Chair establishes the committee structure and the terms of reference for each committee, for the new year. To support the Committee in its work, this report brings forward the committee’s Work Plan and the Schedule of Meetings for 2022.

2022 WORK PLAN

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on policies, bylaws, plans, programs, budgets, and issues related to the Regional Planning function.

Key actions in the 2022 Work Plan for the Committee are described below and listed according to the Committee responsibilities in its Terms of Reference.

Regional Land Use Policy

- **Metro 2050:** Regional Planning Committee will provide direction on the timeline, with by-law readings and signatory acceptance processes scheduled for the first half of 2022. Adoption of the update Regional Growth Strategy is scheduled for mid-2022.
- **Urban Centres and FTDA Policy Research:** To support further refinement of the policy framework in *Metro 2050* related to growth management and urban centres/corridors and explore opportunities to better integrate land use and transportation planning. In addition, this research will assist with alignment of policies for Transport 2050.
- **Climate Change Land Use Research:** To assist with understanding climate impacts on land use. This analysis will provide further data to support member jurisdiction's work relative to the policies in the Regional Growth Strategy.
- **Equity in Regional Planning:** Review implementation tools associated with policies in Metro 2050 for complete communities. Exploring opportunities to further refine and enhance the mapping data from the Phase 1 study work to support reporting and data book preparation by the Planning Analytics team.
- **Regional Land Use Assessment:** Undertake a targeted or region wide assessment of the 'best use' for lands throughout the region. The project was identified as a priority action in the Regional Industrial Lands Strategy and has the potential to be scoped at several granularities. Metro Vancouver is seeking funding from the Sustainability Innovation Fund and potential partnerships with the Province and Translink.
- **Housing and Transportation Cost Burden Study Update:** The 2015 Housing and Transportation Cost Burden Study provided a new way of looking at housing affordability in the region, including both housing and transportation costs, the two largest expenditures for most working households. It found that owners with mortgages paid 40% of their pre-tax income for H+T and renters paid on average 49%. Lower income renters feel the burden the most, and can spend up to 67% of their pre-tax income on H+T costs. The study was conducted using 2011 data, and will be updated in 2021, including consideration of day care costs.
- **Regional Industrial Lands Strategy Implementation:** Explore industrial Intensification including measures for various sectors and economic incentives to intensify / densify. Implement and support the update to *Metro 2040* by exploring the development of a trade enabling regional land use designation, the role of the region in protecting employment lands, and opportunities/challenges of mixed uses and forms.

- **Where Matters – Phase II:** Ongoing research project in partnership with UBC, Real Estate Foundation of BC, MOTI, TransLink, Vancouver Coastal Health, and the Cities of Vancouver and North Vancouver. Intended to develop a performance based funding tool building on Phase I findings. The outcome would be a predictive tool to support municipal and regional planners and policy makers in projecting the quantified health benefits from different land use planning interventions.
- **Ecosystem Services from Agricultural Land:** The purpose of this project is to document societal benefits provided by ecosystems on agricultural land in the Metro Vancouver region. Ecosystem services are “the benefits people obtain from ecosystems” and are an imperative strategy for protecting agricultural land and building resilience to a changing climate over the long term. This work will support policy preparation associated with Climate 2050 initiative.
- **Sensitive Environmental Inventory (SEI):** to support maintenance and updates of the SEI dataset, and ensure consistency in approach and quality control. This dataset is also used by local municipalities through various application types. The SEI data will also be integrated into Metro 2050. The SEI will be updated in 2022.
- **Regional Agricultural Land Use Inventory:** The Agricultural Land Use Inventory (ALUI) identifies changes in land use and land cover in agricultural areas. Previous ALUIs were done in 2010-11 and 2016-17 to coincide with Statistics Canada’s Census of Agriculture, which provides complementary data on farm operations. This inventory will assist with agriculture policies that are to be updated in Metro 2050.

Implementation Services

- **Frequent Transit Corridor Study:** Undertake a land use and transportation study for the Scott Road corridor, which will be done collaboratively with Surrey and Delta. Metro Vancouver undertakes annual corridor studies in partnership with members and TransLink – past initiatives include the Marine Main Corridor on the North Shore and the Lougheed Highway in Coquitlam / Pitt Meadows / Maple Ridge.
- **Invasive Species Best Management Practices:** Two BMPs that include recommendations regarding identification, reporting, prevention and control, disposal, monitoring, restoration, and references for invasive flora/fauna and soil contaminated with invasive species. This project supports Climate 2050 policy work.
- **Municipal Liaison Service – Strategic Review:** As part of refocusing activities between implementation and long-range policy, a review of how Regional Planning engages with member jurisdictions is required. Regional Planning currently operates a municipal liaison service, however, this activity distributed amongst many members of the Department and is not operated as a core activity; as such a review is necessary as this will become a core activity within Implementation Services.

Planning Analytics

- **Land Use Model Preparation and Software Purchase – Land Use Component:** Regional Planning is developing a new Regional Land Use Model with an aim to improved population, housing, employment and land use projections, more accurate municipal distribution by traffic zone, and improved ability to model the land use implications of significant infrastructure investments and policy portfolios. It will provide an improved platform for integrating with the Regional Travel Model.
- **Data/Projections Validation:** In support of Metro 2050, population projections and data require validation to ensure policy is prepared with the most up-to-date data. This will allow staff to understand current and future growth pattern impacts.
- **Census Data Release:** 2022 will see the formal release of the 2021 Census data. Planning Analytics staff will be reviewing this data and providing contextual analysis and reports based on the information released over the course of the year.
- **Behavioural Model:** In coordination with the Regional Land Use Assessment, this modelling work will seek to build assumptions that will inform the Growth Management and Investment Model, by providing analysis on what factors influence people’s housing choice and the impacts that will have on urban growth and built form.

The Committee will be updated on the status of the actions and projects in this Work Plan on a monthly basis per the Committee’s schedule.

ALTERNATIVES

1. That the Regional Planning Committee:
 - a) receive for information the Regional Planning Committee Terms of Reference and the 2022 Annual Meeting Schedule, as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan”; and
 - b) endorse the work plan as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan”.
2. That the Regional Planning Committee endorse the work plan as presented in the report dated December 14, 2021, titled “2022 Regional Planning Committee Priorities and Work Plan” with the amendments provided at the Regional Planning Committee January 14, 2021 meeting.

FINANCIAL IMPLICATIONS

The priorities in the 2022 Work Plan of the Regional Planning Committee are consistent with the 2021 Budget approved by the MVRD Board on October 30, 2020 and with key actions included in the Annual Work Plans.

CONCLUSION

The work plan presented in this report identifies the priorities for the Regional Planning Committee in 2022 and is consistent with its terms of reference and the 2022 Budget approved by the MVRD Board. Staff recommends that Alternative 1 be approved.

Attachments

1. Regional Planning Committee 2022 Work Plan
2. Regional Planning Committee Terms of Reference
3. Regional Planning Committee 2022 Annual Meeting Schedule

42583530

Regional Planning Committee 2022 Work Plan

Report Date: January 5, 2022

Priorities

1st Quarter	Status
Regional Land Use Assessment – Scope	In Progress
Behavioural Model Phase 1 – Report Out	In Progress
Equity in Regional Planning Project – Scope	In Progress
Sensitive Ecosystem Inventory – Scope	In Progress
RILS Implementation Employment Lands Protection – Scope	In Progress
Housing and Transportation Cost Burden Study – Scope	In Progress
Update Urban Centre and FTDA Targets – Scope	In Progress
Behavioural Model Phase 2 – Scope	Pending
Census Data Bulletin – Report Out	Pending
2 nd Quarter	
Ecosystem Services on Agricultural Lands – Update	Pending
Regional Parking Strategy – Scope	Pending
Metro 2050 Draft Implementation Guidelines – Scope	Pending
Census Data Bulletin – Report Out	Pending
Regional Data Book/Annual Performance Monitoring Report – Report Out	Pending
3 rd Quarter	
Metro 2050 Signatory Acceptance and Final By-law	Pending
RILS Implementation Employment Lands Protection – Update	Pending
Housing and Transportation Cost Burden Study – Update	Pending
Regional Hazards, Risk and Vulnerability Inventory - Scope	Pending
Census Data Bulletin – Report Out	Complete
4 th Quarter	
Regional Land Use Assessment - Update	Pending
Housing and Transportation Cost Burden Study – Update	Pending
Equity in Regional Planning Project – Update	Pending
Sensitive Ecosystem Inventory – Update	Pending
RILS Implementation Employment Lands Protection – Report Out	Pending
Behavioural Model Phase 2 – Update	Pending
Regional Hazards, Risk and Vulnerability Inventory – Report Out	Pending
Ecosystem Services on Agricultural Lands – Report Out	Pending
Where Matters II – Update	Pending
Metro 2050 Draft Implementation Guidelines – Report Out	Pending
Regional Parking Strategy – Update	Pending

Regional Planning Committee

Terms of Reference

The Regional Planning Committee is the standing committee of the Metro Vancouver Board that provides advice and recommendations on plans, policies, programs, budgets and issues related to Metro Vancouver's Regional Planning service.

Committee Responsibilities

Within the scope of the *Board Strategic Plan*, *Metro 2040: Shaping Our Future*, and the *Metro Vancouver Financial Plan*, the Committee provides guidance and oversight to staff on the implementation of the annual work plans and business plans that govern the Regional Planning service. Specific Committee responsibilities include:

- **Regional Growth Strategy** – Guiding the development and implementation of the regional growth strategy: *Metro 2040: Shaping Our Future*; providing an annual report on progress made in achieving the goals of *Metro 2040*. Reviewing regional context statements submitted to the Board by member jurisdictions, sewerage extension application alignment with *Metro 2040* and all requested amendments to *Metro 2040*;
- **Shaping Growth** – Guiding the implementation of the region's growth management framework for the region based on containing growth within an Urban Containment Boundary and focusing growth into a network of Urban Centres and along transit corridors, with an aim to supporting the development of complete communities, the protection of important agricultural, industrial and ecologically important lands and the efficient provision of utilities and transit;
- **Complete Communities** – Initiating and facilitating coordination and dialogue between Metro Vancouver and agencies within the region that develop land use, housing and transportation plans and policies, and that make investments in the broader transportation network. Land use, housing and transportation plans, policies, investments and actions made or taken by other agencies must be carefully coordinated with the regional growth strategy in order to meet the objectives laid out in *Metro 2040*;
- **Agriculture** – Guiding policy analysis undertaken to develop strategies and actions aimed at protecting and enhancing agricultural lands throughout the region. Overseeing the implementation and updating of the *Regional Food System Strategy*, and considering input provided by the Board's Agricultural Advisory Committee (which reports to the Regional Planning Committee); and
- **Environment** – Guiding policy analysis and monitoring to develop strategies and actions aimed at protecting and enhancing ecologically important lands throughout the region. Implementing and guiding the environmental policy actions in *Metro 2040*.

Committee Membership and Meetings

The Chair, Vice Chair and members are appointed annually by the Chair of the Metro Vancouver Board. The Committee meets monthly, except for August and December, and holds special meetings as required. A quorum of 50% plus one of the Committee membership is required to conduct Committee business.

Committee Management

The Committee Chair, or in the absence of the Chair the ViceChair, is the chief spokesperson on matters of public interest within the Committee'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, Committee 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 Committee. The Committee Manager is responsible for coordinating agendas and is the principal point of contact for Committee members.

Regional Planning Committee 2022 Annual Meeting Schedule

- **Friday, January 14, at 9:00 am Electronic Meeting**
- **Thursday, February 10, at 9:00am Electronic Meeting**
- **Friday, March 4, at 9:00 am Electronic Meeting**
- **Friday, April 1, at 9:00 am Electronic Meeting**
- **Thursday, May 19, at 9:00 am Electronic Meeting**
- **Friday, June 10, at 9:00 am Electronic Meeting**
- **Friday, July 8, at 9:00 am Electronic Meeting**
- **Thursday, September 8, at 9:00 am Electronic Meeting**
- **Friday, October 7, at 9:00 am Electronic Meeting**

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, 2021

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, 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.
-

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](#)

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 <u>tactics for promoting sustainable modes of transportation.</u> ”

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 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.	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 FTDA's" and "Station Area FTDA's" there will simply be "FTDA's", which is the Metro 2040 status quo.	Remove all references to Corridor FTDA's and Station Area FTDA's.
TransLink	E - Goal 1	1.2	<i>Complexity of the growth hierarchy</i> 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 FTDA's" and "Station Area FTDA's" there will simply be "FTDA's", which is the Metro 2040 status quo.	Remove all references to Corridor FTDA's and Station Area FTDA's.
TransLink	E - Goal 1	1.2	<i>Incentivizing the designation of Frequent Transit Development Areas</i> 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 FTDA's 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 <u>establishing or maintaining reduced</u> residential and commercial parking requirements in Urban Centres and FTDA's 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 FTDA's 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 <u>locate in</u> 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 <u>and intensification</u> of commercial <u>and</u> 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, FTDA's, and MTGCs.	This policy does not preclude infrastructure investments outside of Urban Centres, FTDA's, 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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 " <u>support modal shift by</u> 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 FTDA.	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 <u>and between</u> 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 FTDA. 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 FTDA, 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 FTDA 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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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: <ul style="list-style-type: none">• 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 FTDA 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	<p>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.</p> <p>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.</p> <p>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.</p>	<p>The Major Transit Growth Corridors are not specific to residential development. They support municipal planning for employment/industrial uses in transit-oriented locations, too.</p> <p>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.</p>	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 FTDA’s, but does not preclude commercial or institutional uses outside of Urban Centres and FTDA’s. Member jurisdictions are encouraged to demonstrate how they will, through local policy, support the regional objective of prioritizing Urban Centres and FTDA’s 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 FTDA’s.	Revise to read “c) include policies that discourage the development and expansion of major commercial <u>uses outside of Urban Centres and Frequent Transit Development Areas</u> and <u>that discourage the development of</u> 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 FTDA’s.	Revise to read “c) include policies that discourage the development and expansion of major commercial <u>uses outside of Urban Centres and Frequent Transit Development Areas</u> and <u>that discourage the development of</u> 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 FTDA’s (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 FTDA’s may be appropriate.	The intent of Metro 2050 and special policies are to focus development in Urban Centres and FTDA’s. 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 FTDA’s.	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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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: <u>in collaboration with member jurisdictions, develop an</u> 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, <u>as defined in Metro 2050</u> , 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: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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: <ul style="list-style-type: none">• 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.

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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: <ul style="list-style-type: none">• 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.

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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 was 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	<p>Industrial Lands Strategy</p> <p>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.</p> <p>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.</p> <p>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.</p>	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.

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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 <i>Agricultural Land Commission Act</i> 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.

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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 <u>or more detailed local ecological and cultural datasets</u> 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	<p>J. Maple Ridge requests the following edit in bold for draft policy 3.1.9:</p> <p>Member jurisdictions will:</p> <p>3.1.9 Adopt Regional Context Statements that:</p> <p>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:</p> <p>i) drinking water supply areas;</p> <p>ii) environmental conservation areas;</p> <p>iii) wildlife management areas and ecological reserves;</p> <p>iv) forests;</p> <p>v) wetlands (e.g. freshwater lakes, ponds, bogs, fens, estuarine, marine, freshwater, and intertidal ecosystems);</p> <p>vi) riparian areas (i.e. the areas and vegetation surrounding wetlands, lakes, streams, and rivers);</p> <p>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</p> <p>viii) uses within those lands that are appropriately located, scaled, and consistent with the intent of the designation, including:</p> <ul style="list-style-type: none">• 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. <p>c) include policies that:</p> <p>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;</p>	<p>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:</p> <p>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.</p> <p>Under Action 3.1.9.c) i), the following change has been made:</p> <p>"c) include policies that:</p> <p>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"</p>	<p>Under Action 3.1.9.c) i), the following change has been made:</p> <p>"c) include policies that:</p> <p>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"</p>
Pitt Meadows	E - Goal 3	3.1.9(c)	<p>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.</p>	<p>Thank you for your comment. Under Action 3.1.9.c) i), the following change has been made:</p> <p>"c) include policies that:</p> <p>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"</p>	<p>Under Action 3.1.9.c) i), the following change has been made:</p> <p>"c) include policies that:</p> <p>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"</p>
Coquitlam	E - Goal 3	3.2.1 (b)	<p>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.</p>	<p>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 <i>increase</i> 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.</p>	<p>No changes required.</p>
Port Moody	E - Goal 3	3.2.1 (b)	<p>Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate.</p>	<p>The regional tree canopy cover target is intended to apply as a regional average across lands within the Urban Containment Boundary.</p>	<p>No changes required.</p>

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;	<p>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.</p> <p>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.</p>	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 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 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 <i>Metro 2050</i> ; 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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 <i>Metro 2050</i> 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 <i>Metro 2050</i> , but are within scope for Metro Vancouver's <i>Climate 2050</i> 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".

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 <u>existing and future</u> 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 <i>Metro 2050</i> 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 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.	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 <i>Climate 2050</i> 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 (<i>Climate 2050</i>) 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	<p>Goal 3: Protect the Environment and Respond to Climate Change Impacts</p> <p>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.</p> <p>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.</p>	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	<p>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:</p> <p>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.</p>	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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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: <u>c) undertake a regional impact assessment to inform the management of cumulative effects on the Fraser River Estuary.</u> " 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 FTDA's 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 FTDA's.	No changes required.
Port Coquitlam	E - Goal 4	4.2.3	<p>The report identifies the following areas to provide comment to Metro Vancouver, such as:</p> <ul style="list-style-type: none">• 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. <p>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 FTDA's) in Port Coquitlam would be challenging without applying new regional designations to at least one of our growth areas.</p> <p>The target of 15% affordable rental housing within Urban Centres and FTDA's 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 FTDA's. 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.</p>	Urban Centres and FTDA's 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 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	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 FTDA's, 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 housing 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 <u>in a way that takes into account geographic and cost of living considerations</u> , 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 <u>and micro-mobility</u> ." Replace all (4) instances of "cycling and walking" to " <u>walking, cycling, and rolling</u> ." 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, <u>upgrading</u> 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 <u>provide direct, comfortable, all ages and abilities</u> connections to the Regional Greenway Network, or Major Bikeway Network, <u>transit services and everyday destinations</u> .
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, <u>including both the Regional Cycling Network and local infrastructure</u> , 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, <u>reduce the number of vehicles</u> , 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, <u>rail companies</u> , 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, <u>and active transportation.</u> ”
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 FTDA's.	No changes required.
TransLink	E - Goal 5	n/a	<i>Mitigating land speculation and price inflation</i> 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. <i>Metro 2050</i> 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 transportation. 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 <u>provide direct, comfortable, all ages and abilities</u> connections to the Regional Greenway Network, or Major Bikeway Network, <u>transit services and everyday destinations</u> .
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 attract 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 FTDA's.	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 FTDA's.	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	<p>Major Transit Network and Major Transit Growth Corridors</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none">• anchored by Urban Centres or FTDA's,• 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	<p>3. Policy 6.9.1</p> <p>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."</p> <p>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."</p> <p>There are two key differences between Policy 6.9.1 in Metro 2040 and draft Metro 2050:</p> <ul style="list-style-type: none">• 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. <p>The changes proposed in draft Metro 2050 are not supported as they do not recognize the historic sewer servicing entitlements in the subject areas.</p>	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", <u>known as North Salmon River Uplands and South Fernridge</u> , 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.		<p>Goal 5 - Suggested Change: Add a metric for road safety.</p> <p>Reason: The heading is titled "Road and Vehicle Use and Safety" but neither of the listed metrics are safety-related.</p>	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 FTDA through their respective Regional Context Statement).	Policy 1.2.24 b) iv) is a policy to manage parking supply in Urban Centres and FTDA 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 FTDA 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 FTDA 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 FTDA 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 <i>Local Government Act</i> 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 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.	In accordance with <i>Local Government Act</i> 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 <i>Local Government Act</i> 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 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: 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.	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 <i>Local Government Act</i> 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 inconsistencies 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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Township of Langley	I - Maps	n/a	<p>4. Regional Land Use Designations</p> <p>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.</p> <p>It is recommended that the regional land use designations reflect the land use designations shown on the Township's existing Regional Context Statement map.</p> <p>(SEE TABLE AND MAP IN COMMENTS)</p>	<p>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.</p>	<p>Maps have been updated.</p>
Township of Langley	I - Maps	n/a	<p>That the following be added as item number six (6) on the Township of Langley comments summary, Attachment B:</p> <p>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);</p> <p>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;</p> <p>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.</p> <p>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.</p>	<p>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.</p>	<p>No changes required.</p>
DNV	I - Maps	3.2.7	<p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>No changes required.</p>

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."

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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 shifts 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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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.

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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.

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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 <ul style="list-style-type: none">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	<p>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.</p> <p>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.</p>	<p>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.</p>	<p>Add ", both in and between urban and rural areas," between the words "green spaces" and "into" in the Strategy 3.2 preamble</p>
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.4	<p>AFF – Land Use Planning</p> <ul style="list-style-type: none">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.)	<p>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.</p>	<p>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"</p>
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 1	1.1.7/1.2.16	<p>MUNI – Planning and Land Use Management Branch</p> <ul style="list-style-type: none">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 FTDA’s.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.)	<p>Support adding "and FTDA's" 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, FTDA's, and the MTGCs where appropriate.</p>	<p>Add "and FTDA's" to 1.1.7.</p>

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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	<p>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</p> <p>Suggestion to separate this section into two parts:</p> <ol style="list-style-type: none">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	<p>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.</p>	No changes required.
Fraser Health	E - Goal 1	n/a	<p>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.</p>	<p>Metro 2050 includes policies encouraging members to develop compact, complete, connected, and walkable communities.</p>	No changes required.
Fraser Health	E - Goal 1	n/a	<p>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.</p>	<p>Thank you for your supportive comments.</p>	No changes required.

Metro 2050 Non-Signatories IAC

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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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

Metro 2050 Non-Signatories IAC

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.

Metro 2050 Non-Signatories IAC

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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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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Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 disproportionately 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.	<u>Replace 2.2.9d v) and vi) with this new text for 2.2.9 d)v)</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, 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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Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

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	2.3.3/2.3.6	AFF – Land Use Planning <ul style="list-style-type: none">In 2.3.3 and 2.3.6, consider including specifics of buffering and avoiding density increases adjacent to agricultural land, or reference to guidelinesSupport 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Vancouver Coastal Health	E - Goal 3	3.3.3	<p>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.”</p> <p>Or:</p> <p>“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>	<p>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.</p>	No changes required.
Planning and Land Use Management (PLUM) Branch Ministry of Municipal Affairs	E - Goal 3	3.4.5	<p>MUNI – Planning and Land Use Management Branch</p> <ul style="list-style-type: none">• Support discouraging new development in current and future hazardous areas to address concerns regarding minimizing risks from natural hazard events and climate change.	<p>Thank you for your supportive comment.</p>	No changes required.
Fraser Health	E - Goal 3	n/a	<p>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</p>	<p>Thank you for your supportive comments.</p>	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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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."

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 3	Table 5	MUNI – Planning and Land Use Management Branch <ul style="list-style-type: none">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 <ul style="list-style-type: none">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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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	<p>Affordable Housing Target</p> <p>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 FTDA's (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.</p> <p>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 FTDA's. 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.</p>	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 FTDA's 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 FTDA's 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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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 <ul style="list-style-type: none">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	<p>Fraser Health also recommends the modification of metrics and/or the addition of other metrics where possible:</p> <ul style="list-style-type: none">. 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).	<p>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.</p>	No change required.
Fraser Health	G - Performance Monitoring	n/a	<p>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:</p> <ul style="list-style-type: none">▣ 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	<p>Thank you for your comment.</p>	No change required.
Fraser Health	G - Performance Monitoring	n/a	<p>Future work with Fraser Health on indicators may provide opportunities to align metrics and measure the health benefits of the RGS implementation</p>	<p>Thank you for your comment</p>	No change required.

Metro 2050 Non-Signatories IAC

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	<ul style="list-style-type: none"> 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Metro 2050 Non-Signatories IAC

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.

Metro 2050 Non-Signatories IAC

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 <ul style="list-style-type: none">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	<p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none">• 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) <p>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.</p>	<p>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.</p>	<p>No changes needed.</p>

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: <u>c) undertake a regional impact assessment of the Fraser River Estuary to support the management of cumulative effects of development."</u>
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 <u>affordable</u> mobility, housing, and employment choices <u>for all</u> "	Revise Guiding Principle # 4 to read "Provide <u>affordable</u> mobility, housing, and employment choices <u>for all</u> "
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.

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Abundant Housing Vancouver	D	General / Projections	<p>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 suitable housing.</p> <p>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.</p>	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 FTDA’s remain unchanged from Metro 2040. The updated FTDA policies in Metro 2050 seek to provide support the identification of more FTDA’s in transit-oriented locations that are appropriate for growth and to avoid the identification of new FTDA’s 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 <i>Metro 2050</i> when it is approved. In fact, unlike the <i>Metro 2040 RGS</i> , 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 “ <i>Provide dwelling unit and employment projections that indicate the member jurisdictions share of planned growth ...</i> ”.	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 FTDA’s. 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, FTDA’s 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 FTDA’s that have transit stations.	Metro 2050 is supportive of commercial development in FTDA’s. 27% of regional job growth to 2041 is targeted for FTDA’s.	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 FTDA for bus-rapid transit lines in <i>Metro 2050</i> , 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 FTDA 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 FTDA 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 <i>RGS</i> rightly includes a strategy (1.2.25) that TransLink develop plans and actions for its land holdings to “... <i>include the provision of affordable rental housing .”</i> 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 FTDA's 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	FTDA's 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 FTDA's 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?

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 FTDA’s 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
North Shore Table Matters	E - Goal 1	Urban Centres/FT DAs	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	<p>Greater emphasis on natural infrastructure (also known as natural assets or green infrastructure) into municipal-level planning</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>Thank you for your comments.</p> <p>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.</p> <p>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".</p>	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 FTDA's. 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.

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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.

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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 FTDA's. 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 “ <i>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 ...</i> ”. 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 policies 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 likelihood of a site densifying/intensifying and underestimate the costs of doing so. As such, we are pleased with Strategy 2.2.2: “ <i>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 .</i> ”	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 policies that support efficient use of lands.	No changes required.
Recycling Alternative	E - Goal 2	2.2.9	<i>Do you in general agree with the direction of the plan?</i> 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	<i>Do you in general agree with the direction of the plan?</i> 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.

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Recycling Alternative	E - Goal 2	2.2.9	<p><i>Do you have any comments on specific elements of the plan?</i></p> <p>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.</p> <p>Protecting industrial land for these types of emerging green and clean tech economies, directly addresses the following Regional Growth Strategies goals:</p> <p>GOAL #1 complete communities, by creating inclusive and equitable job lands close to population hubs where population is concentrated</p> <p>GOAL #2 sustainable economies for the emergent green and clean tech economy to support diverse economy and employment close to where people live</p> <p>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</p> <p>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</p> <p>GOAL #5 support the efficient movement of vehicles for goods and services – due to warehousing activities, materials & supply management activities an transportation/distribution hubs close to the populations centres.</p>	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.

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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 in 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 "... <i>appropriate and related accessory uses</i> ...," 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, <u>as defined in Metro 2050</u> 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, <u>as defined in Metro 2050</u> 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.	<u>Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7 and then Dec 17):</u> 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 “... <i>within in 200 metres of a rapid transit station ... located within Urban Centres or Frequent Transit Development Areas ...</i> ”. 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, “... <i>extend approximately 1 kilometre from the roadway centreline in both directions .</i> ”.	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.	<u>Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7):</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, 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.	<u>Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7):</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, 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	<i>What is your (or your organization’s) interest in the regional growth strategy?</i> 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	<i>What is your (or your organization’s) interest in the regional growth strategy?</i> 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	<i>What is your (or your organization’s) interest in the regional growth strategy?</i> 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Recycling Alternative	E - Goal 2	General	<i>What is your (or your organization's) interest in the regional growth strategy?</i> 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	<i>What is your (or your organization's) interest in the regional growth strategy?</i> 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 unless exchanged, 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 <i>Climate 2050</i> 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.

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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: <ul style="list-style-type: none"> • 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.

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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	<p>Adopt a watershed scale approach to protection and conservation</p> <p>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.</p> <p>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.</p>	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 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.	While this type of action is beyond the scope of <i>Metro 2050</i> , 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, <u>such as the Fraser River estuary</u> . Managed carefully, <u>natural assets</u> 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: “ <i>Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas emissions ...</i> ”. 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, <u>such as the Fraser River estuary, which provides</u> 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 <i>Metro 2050</i> have been made, in comparison to the previous version of Strategy 3.4 in <i>Metro 2040</i> . 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, <i>Climate 2050</i> , will contain actions for both GHG emissions reductions and climate change adaptation within the ten themed 'Roadmaps'.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Recycling Alternative	E - Goal 3	n/a	<i>Do you in general agree with the direction of the plan?</i> 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	<i>Do you in general agree with the direction of the plan?</i> 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	<p>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:]</p> <p><i>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.</i></p> <p>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.</p>	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.

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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 <u>and permanent</u> funding..." Also correct grammar in "expanding, and operating" by <u>removing comma</u> .
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://david Suzuki.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.

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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 <i>Transport 2050</i> : "... 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 FTDA's) 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	<p>Missing from the plan</p> <p>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.</p> <p>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/</p>	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	<p>Role of Smart Growth, fuel switching and EV policies and mandates</p> <p>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/</p>	"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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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	<p>Comments on Goal 5: Support Sustainable Transportation Choices</p> <p>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.</p>	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, <i>Climate 2050</i> , 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 <i>Climate 2050</i> and <i>Metro 2050</i> 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 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 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.	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	<p>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.</p> <p>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.</p> <p>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.</p> <p>HUB Cycling is strongly supportive of the five goals that form the basis of Metro 2050.</p> <p>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.</p>	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 <i>Metro 2050</i> and <i>Transport 2050</i> 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, " <i>The regional growth strategy and regional transportation plan must support each plan's policy frameworks to be successful.</i> "	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 FTDA's. 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 FTDA’s 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 <i>Burrard Inlet Water Quality Objectives</i> (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 <i>Burrard Inlet Action Plan</i> (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.

Metro 2050 First Nations

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.”

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 geoechange 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 <i>Climate 2050</i> Nature and Ecosystems Roadmap (forthcoming) - kindly refer to Table 1 in the <i>Climate 2050</i> 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 <i>Climate 2050</i> 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."

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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 "təmtə́míxʷtən/Tum-Tumay Whueton" (Belcarra).	Agreed - Name of Regional Park has been officially changed to "təmtə́míxʷtən/Belcarra Regional Park" since the draft was finalized in June.	Update caption to official name "təmtə́míxʷtən/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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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	<p>PAGE 8: ‘CHANGING GENERATIONAL PREFERENCES AND BEHAVIOURS’</p> <p>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.’</p>	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	<p>PAGE 9: GUIDING REGIONAL PLANNING PRINCIPLES</p> <p>1. Put growth in the right places;</p> <p>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.</p>	Support adding clarification to the General Urban LUD definition on page 13 stating that outside of Urban Centres and FTDA's 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 FTDA's, 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"

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Hey Neighbour Collective	C	Vision	<p>EQUITY LANGUAGE</p> <p>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.</p>	<p>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.</p>	<p>Add "equitable" to first sentence of Metro 2050 Vision.</p>
Resident - Richard Papiernik	D	n/a	<p>Next on the structural constraints complaint list is the dual problems of a housing crisis, fuelled by population growth....</p> <p>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 321,202, 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!</p> <p>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 chain 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?</p>	<p>Thank you for your comment.</p>	<p>No change required</p>

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			<p>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.</p> <p>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.</p> <p>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.</p>		
Resident	D	n/a	<p>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.</p>	<p>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.</p>	<p>No changes required.</p>
Resident	D	n/a	<p>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?</p>	<p>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.</p>	<p>No changes required.</p>

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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.

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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.

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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	<p>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.</p> <p>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).</p>	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 geographers 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.

Metro 2050 General Public

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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 convenience, 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 growth 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 livability 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 vibrant 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."

Metro 2050 General Public

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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 disproportionately 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.

Metro 2050 General Public

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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 FTDA's. 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 advantageous way to go. As well, employment, retailing and rentals will thrive in that scenario. I support approving residential, 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.

Metro 2050 General Public

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident	E - Goal 1 & 2	1.2.24, 2.2.9	<p>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.</p> <p>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.</p> <p>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.</p>	Thank you for your comment.	No changes required.
BCNPHA	E - Goal 1 & 4	1.2.7	<p>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.”</p>	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	<p>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.</p>	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 FTDA's 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 environment 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
"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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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	<p>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:</p> <p>GOAL # 1 – complete communities, by creating inclusive and equitable job lands close to population hubs where 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.</p>	Thank you for your supportive comment.	No changes required.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Louise Schwarz - Recycling Alternatives	E - Goal 2	2.1	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	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% vacancy 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 FTDA's 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 traditional 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, <u>as defined in Metro 2050</u> , in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."
Pooni Group (Blair 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, <u>as defined in Metro 2050</u> , in municipal plans and bylaws, and ensure that non-industrial uses are not permitted."

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Pooni Group (Blair 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 FTDA's, 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 (Blair 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 FTDA's.	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 FTDA's, 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 (Blair 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 FTDA's. 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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.	<u>Delete 2.2.9d)vi) and revise 2.2.9d)v) to read:</u> "d) include policies for Employment lands that:... v) do not permit residential uses, except for: <ul style="list-style-type: none">• 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 2	2.2.9 d vi)	<p>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.</p> <p>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.</p>	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.	<p>Delete 2.2.9d)vi) and revise 2.2.9d)v) to read:</p> <p>"d) include policies for Employment lands that:...</p> <p>v) do not permit residential uses, except for:</p> <ul style="list-style-type: none">• 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 (Blair 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)	<p>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 FTDA's. 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.</p> <p>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.</p>	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.	<p><u>Replace policy text this with new version of it (per emails with James, Eric, Erin Dec 7, and then Dec 17):</u></p> <p>d) include policies for Employment lands that:...</p> <p>v) do not permit residential uses, except for:</p> <ul style="list-style-type: none">• 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)	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>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.</p>	<p>Delete 2.2.9d)vi) and revise 2.2.9 v) to read <u>"do not permit residential uses, except for:</u></p> <ul style="list-style-type: none"><u>• an accessory caretaker unit; or</u><u>• 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."</u>

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.

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"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	<p>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.</p> <ol style="list-style-type: none">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; and6. preserve rural and recreational lands for the enjoyment of all. <p>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.</p>	Thank you for your comment.	No changes required.
Resident - Dr. Lynn Elen Burton - Village of Anmore	E - Goal 3	n/a	<p>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.</p>	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	<p>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.</p>	<p>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.</p> <p>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.</p> <p>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.</p>	No changes required.

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Pooni Group (Blair 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."

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Pooni Group (Blair 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 FTDA's, 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.

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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 infill 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Resident - Richard Papiernik	E - Goal 4	n/a	<p>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...</p> <p>“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.” ...</p> <p>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...</p> <p>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...</p> <p>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.</p>	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	<p>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.</p> <p>From our perspective, there are a variety of key components already incorporated into this document:</p> <ul style="list-style-type: none">- 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. <p>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.</p>	Thank you for your supportive comments.	No changes required.

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			<p>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.</p> <p>- 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.</p>		
Resident - Pitt Meadows	E - Goal 4	n/a	<p>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.</p> <p>Many months of preparation before telling residents is not public consultation. It is just planning. The process needs to change.</p>	<p>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.</p>	<p>No changes required.</p>

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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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, particularly 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 urban 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.

Organization / Author	Section / Goal	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
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	<p>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 sunseting the entire gas tax regime...</p> <p>Next, here are a few innovative policy ideas to investigate. In keeping with the fiscal principle of subsidiarity, 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.</p> <p>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.</p> <p>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.</p>	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.

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Resident - Andriy Baranskyy - Port Coquitlam	E - Goal 5	n/a	<p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>If you need inspiration, look at urban planning conducted in Dutch suburbs, or even take Ontario's GO as an example.</p> <p>Hoping for some bold moves!</p>	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	<p>Please continue skytrain eastward to Port Coquitlam. The Lougheed hwy. Is a log jam rendering buses useless!</p>	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	<p>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.</p>	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 FTDA's 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 FTDA's. 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 FTDA's 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 FTDA's. 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 disparate 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 FTDA's 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.

Metro 2050 General Public

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.

Metro 2050 General Public

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 affordability 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.

Metro 2050 General Public

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 anything... 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	<p>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.</p> <p>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.</p>	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	<p>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.</p>	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.

Metro 2050 Comment Letters and Emails Listed in Order Logged

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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@metrovancover.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,

A handwritten signature in black ink that reads "slam".

Stephanie Lam
Legislative Services Manager

City of Coquitlam

3000 Guildford Way

Coquitlam, BC Canada V3B 7N2

Reception Desk: 604-927-3000

cityofcoquitlam | coquitlam.ca

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

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 flexibility 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*.

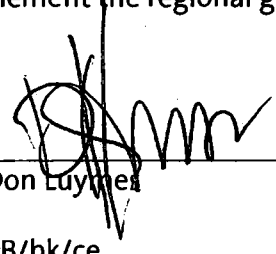
Financial Implications:

There are no immediate financial impacts related to this report. Following anticipated adoption of *Metro 2050*, Community Planning staff resources will be needed 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 Luyten
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.

ATTACHMENT 1

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@metrovancover.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

November 24, 2021

File: 01-0480-20-03

Via email: regionalplanning@metrovanancouver.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

Considered at the November 23, 2021 Council meeting

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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 \(metrovancouver.org\)](https://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf)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](https://www.metrovancouver.org/services/regional-planning/PlanningPublications/DraftMetro2050.pdf)

Considered at the November 23, 2021 Council meeting

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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

Considered at the November 23, 2021 Council meeting

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Report Approval Details

Document Title:	Proposed Comments on the Draft <i>Metro 2050</i> Regional Growth Strategy.docx
Attachments:	- Attachment 1 - Draft <i>Metro 2050</i> Executive Summary.pdf - Attachment 2 - Draft <i>Metro 2050</i> 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

Considered at the November 23, 2021 Council meeting

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Anticipated Growth

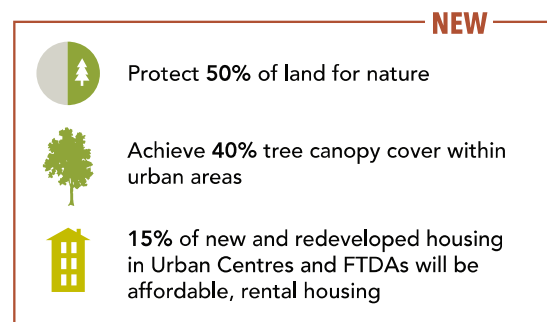
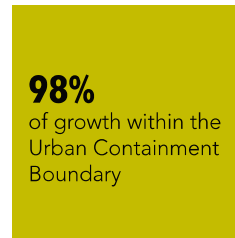
Metro 2050 forecasts indicate that over the next thirty years, Metro Vancouver will receive an additional one million residents for a total population of **3.8 million by the year 2050**. This also means 500,000 additional housing units will be needed and almost 500,000 jobs will be created during that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



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: metrovancover.org/metro2050

Email: regionalplanning@metrovancover.org

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

metrovancover
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Considered at the November 23, 2021 Council meeting

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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.

Considered at the November 23, 2021 Council meeting

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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.

Considered at the November 23, 2021 Council meeting

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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.

Considered at the November 23, 2021 Council meeting

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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;

Considered at the November 23, 2021 Council meeting

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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.

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 FTDA's. 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

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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@metrovancover.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 ecosystem 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

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@metrovancover.org

Dear Mr. Plagnol:

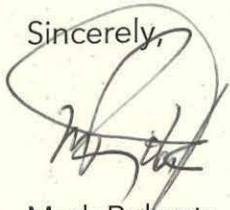
Re: Metro Vancouver Update to the Regional Growth Strategy – Comments on the
Draft from the City of Pitt Meadows

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.

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



The *Natural* Place

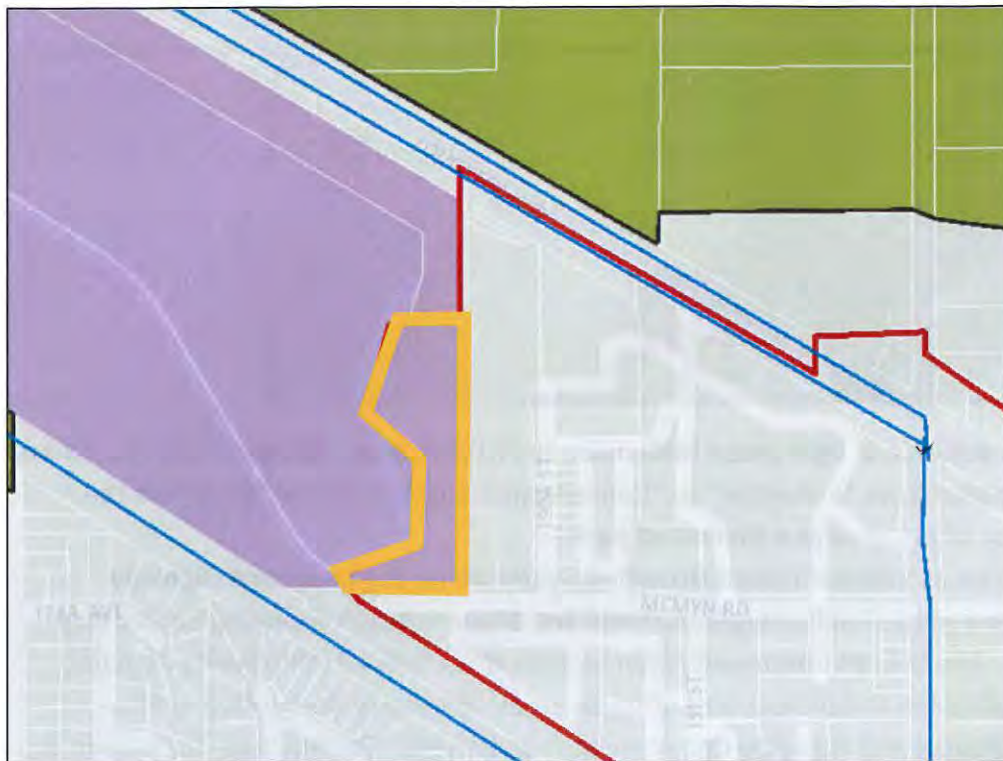
City of Pitt Meadows Comments on Draft Metro Vancouver 2050

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

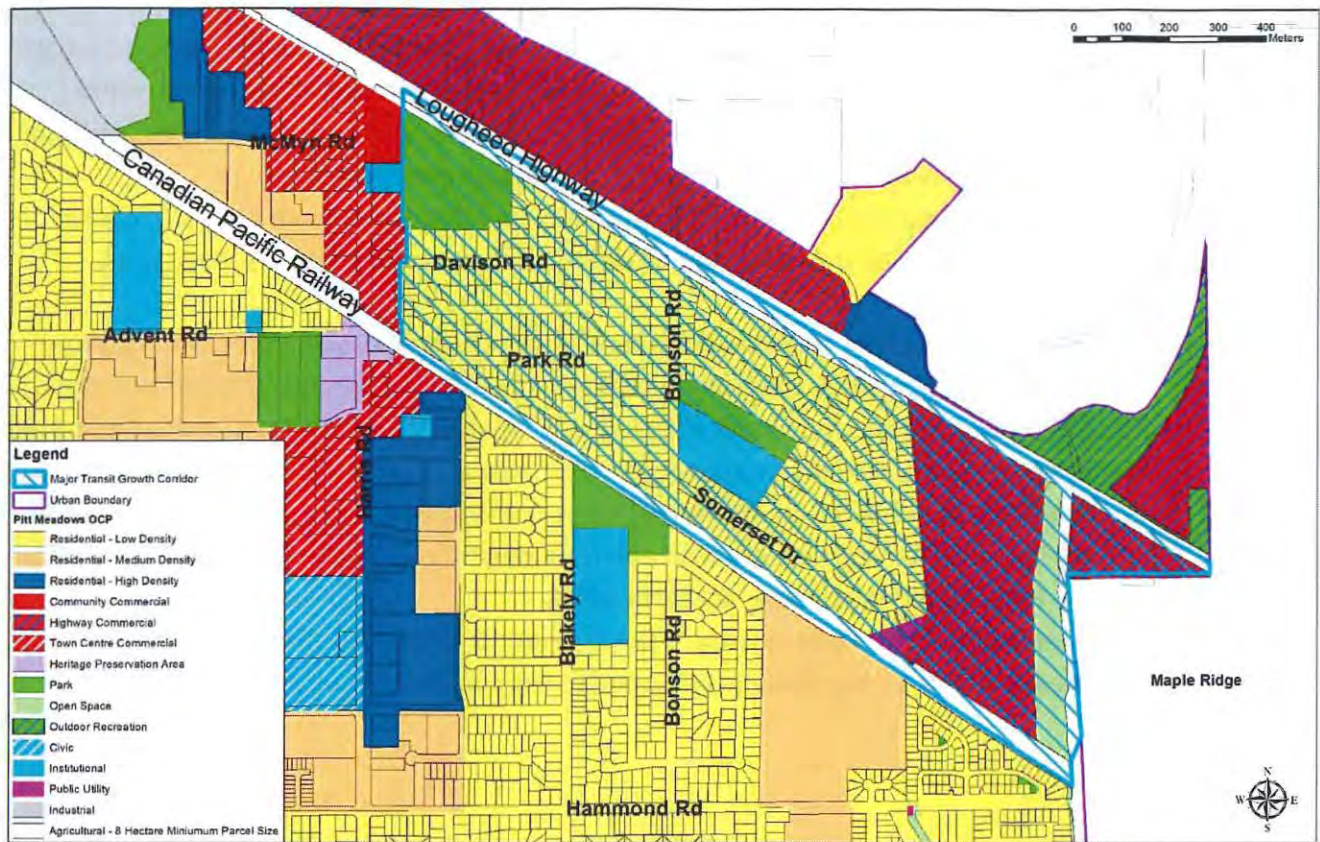
- a. The City would like to take this opportunity to request that Metro Vancouver amend Map 2, Regional Land Use Designations, as follows:



- 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.

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@metrovanancouver.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.metrovanancouver.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@metrovanancouver.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
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).

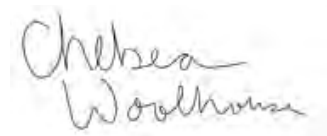
Recommendation #5: Strengthen Compact and Complete Development Policies to Support Climate Change Adaptation and Mitigation and other Regional Priorities

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. Dobrovolsky, 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



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 The Acting General Manager concurs with the recommendation of this report.	City Manager 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	<p>1) Please consider adding text about open-soil agriculture and its importance to wildlife, particularly raptors and migratory birds.</p> <p>2) Soil-based precludes greenhouses or other buildings but we should also promote wildlife-compatible crops.</p> <p>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>
p.55	Strategy 3.1 Protect and enhance Conservation and Recreation lands	<p>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.</p> <p>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.</p> <p>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>
p.58	Strategy 3.2 Protect, enhance, restore, and connect ecosystems	<p>1) Some good language here on increasing tree canopy etc. However, little on how that would be accomplished.</p> <p>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.</p> <p>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>
p.61	Strategy 3.3 Encourage land use, infrastructure, and human settlement patterns that reduce energy consumption and greenhouse gas	<p>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.</p>

	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 <u>changes</u> 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.

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

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 disproportionately 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 FTDA's 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,

A handwritten signature in black ink, appearing to read "Emily Newhouse". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

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 where 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 (GIIDs), 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)

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.

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

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

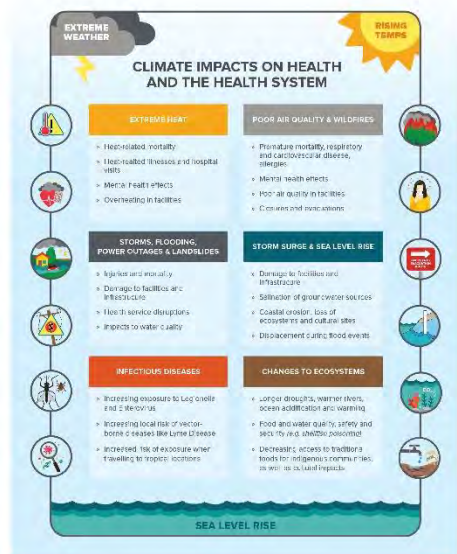


Wes Regan
Policy & Projects Lead, Population Health

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>



For more information visit vch.ca/climatechange

JUNE 2021

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](#)

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.*

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 Musqueam 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 qə,

Kayla Phillips (she/her)

Intergovernmental Affairs (IGA) Projects Analyst

Musqueam Indian Band

xʷməθkʷəyəm

6735 Salish Drive, Vancouver BC

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

- 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.

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	<p>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.</p> <p>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.</p>
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

	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

	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	<p>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.</p> <p>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.”</p>
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	<p>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 <i>Housing Vancouver</i> Strategy, with a parallel structure, goals, and actions.</p> <p>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</p>
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

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

		homelessness and that the residential use is being enabled through senior government programs that are time limited (such as temporary modular housing).
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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@metrovancover.org

CC to:

Heather McNell, General Manager, Regional Planning and Housing Services, Metro Vancouver
Heather.McNell@metrovancover.org

Sean Galloway, Director, Regional Planning and Electoral Area Services, Metro Vancouver
Sean.Galloway@metrovancover.org

James Stiver, Division Manager, Regional Land Use Policy, Metro Vancouver
james.stiver@metrovancover.org

Eric Aderneck, Senior Planner, Regional Planning and Housing Services, Metro Vancouver
eric.aderneck@metrovancover.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

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 - <i>Urban Land Use Designations – Employment</i>
Regional Overlays and Major Transit Growth Corridors	Major Transit Growth Corridors	See Council Report Strategic Analysis under: Key Issues and Concerns - <i>Regional Overlays and the Major Transit Growth Corridors</i>

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	<p>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.</p> <p>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.</p> <p>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.</p>
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)	<p>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.</p> <p>Also see Council Report Strategic Analysis under: Key Issues and Concerns - <i>Urban Land Use Designations – Employment</i></p>
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

	<p>Metro Vancouver would take in establishing guidelines for this type of assessment that future projects should incorporate.</p> <p>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.”</p>
3.3.6 a) vi)	<p>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 <i>circular</i> building products and <i>processes</i>.”</p>
3.3.7 b) ii)	<p>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”.</p>
Goal 4: Provide Diverse and Affordable Housing Choices	
Preamble	<p>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 <i>Housing Vancouver</i> Strategy, with a parallel structure, goals, and actions.</p> <p>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</p>
4.1.5	<p>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.</p>
4.2.3	<p>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.</p>
4.3.5 4.3.7	<p>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.</p>

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 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. 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).
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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 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 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 <i>at all ages</i> 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 <i>and between</i> 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 “ <i>as well as extreme heat and severe air quality events resulting from increased levels of wildfires in BC and elsewhere in the Pacific Northwest.</i> ” 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 <i>existing</i> 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 <i>Transport 2050</i> 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 <i>of all ages and abilities</i> 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 <i>Transport 2050</i> map	Current map is a placeholder and is expected to change. Need to use final map when <i>Transport 2050</i> 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



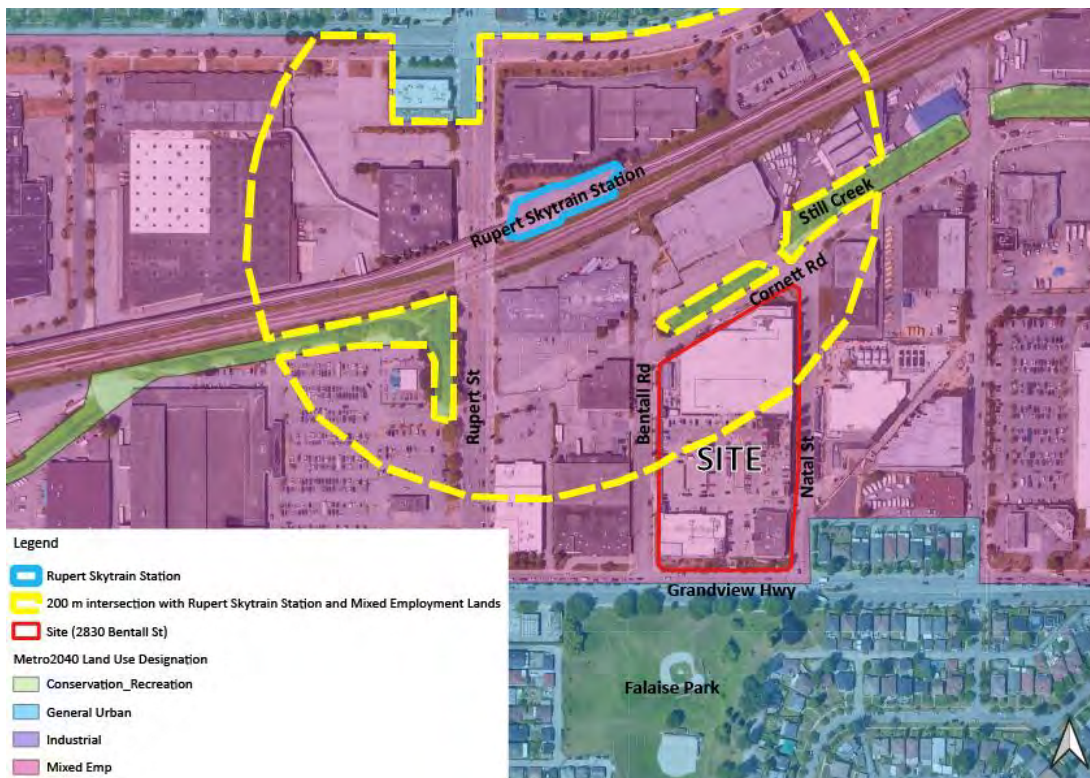
November 25, 2021

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 FTDA's.*** 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.

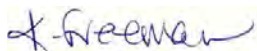
Implementation

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



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.”

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."

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?

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"?

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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750 17th Street, West Vancouver, BC V7V 3T3
t: 604-925-7002

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

November 17, 2021

Attn: Sav Dhaliwal, Chair Metro Vancouver Board
Metro Vancouver Regional District
4730 Kingsway, Burnaby, BC, V5H 0C6
VIA EMAIL: Chris.Plagnol@metrovanvancouver.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



November 17, 2021
File: 01.0220.10/000.000

Sav Dhaliwal, Board Chair
Metro Vancouver
4330 Kingsway
Burnaby, BC V5H 4G8

Via Email: chair@metrovanancouver.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 Statlew 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

AGENDA INFORMATION	
<input checked="" type="checkbox"/> Regular Meeting	Date: November 1, 2021
<input type="checkbox"/> Other:	Date:

8.5	T.A.	DM	CAO
	Dept. Manager	GM/ Director	

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

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 metrovancover.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*.

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

October 13, 2021

Page 2

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

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

October 13, 2021

Page 3

- 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 development¹.

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 inconsistencies 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 Statlëw 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 Statlëw 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 FTDA's (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 FTDA's may be appropriate.

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

October 13, 2021

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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.

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

October 13, 2021

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Respectfully submitted,

A handwritten signature in black ink, appearing to be 'JC' followed by a long horizontal stroke.

Joshua Cairns
Community Planner

Attachment 1: Proposed District of North Vancouver Comments on Metro 2050

Attachment 2: Draft Metro 2050 – Executive Summary

SUBJECT: Draft Metro 2050: Proposed Comments on the Updated Regional Growth Strategy

October 13, 2021

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REVIEWED WITH:		
<input type="checkbox"/> Community Planning	_____	<input type="checkbox"/> Clerk's Office
<input type="checkbox"/> Development Planning	<i>DM</i> _____	<input type="checkbox"/> Communications
<input type="checkbox"/> Development Engineering	_____	<input checked="" type="checkbox"/> Finance <i>VR</i>
<input type="checkbox"/> Utilities	_____	<input type="checkbox"/> Fire Services
<input type="checkbox"/> Engineering Operations	_____	<input type="checkbox"/> ITS
<input type="checkbox"/> Parks	_____	<input type="checkbox"/> Solicitor
<input type="checkbox"/> Environment	_____	<input type="checkbox"/> GIS
<input type="checkbox"/> Facilities	_____	<input type="checkbox"/> Real Estate
<input type="checkbox"/> Human Resources	_____	<input type="checkbox"/> Bylaw Services
<input type="checkbox"/> Review and Compliance	_____	<input type="checkbox"/> Planning

External Agencies:	
<input type="checkbox"/> Library Board	_____
<input type="checkbox"/> NS Health	_____
<input type="checkbox"/> RCMP	_____
<input type="checkbox"/> NVRC	_____
<input type="checkbox"/> Museum & Arch.	_____
<input type="checkbox"/> Other:	_____

Metro 2050 ¹		District of North Vancouver
Reference	Page #	Comments
1. Scope of the Regional Growth Strategy		
1.2.24 (b) iv	31	Revise language in <i>Metro 2050</i> 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 <i>Metro 2050</i> 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).
2.2.9 (c) iv, ix	46	
4.2.3	73	
4.2.7 (a)	74	
5.1.6 (a), (b), (c)	79	
5.1.14 (b)	80	
2. Regional Affordable Housing Target		
4.2.3	73	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.
4.2.7(a)	74	
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)	38	To prevent misinterpretation and misuse, add commentary to Map 11 similar to what is currently provided for Map 10 in <i>Metro 2040</i> (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 <i>Metro 2040</i> language).
3.2.7 (b) i, ii, iv	59	
5.2.4 (e)	82	
Map 11	114	
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	<p>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.</p> <p>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 <i>Metro 2050</i> so they can be addressed and implementation plans can be accelerated.</p>
Other Comments		
<p>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 <i>Metro 2050</i>. 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 <i>Metro 2050</i> that further articulates Metro Vancouver's long-term approach to providing and maintaining critical infrastructure capable of supporting anticipated regional growth.</p>		

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



Sav Dhaliwal
Board Chair, Metro Vancouver
Metrotower III, 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.

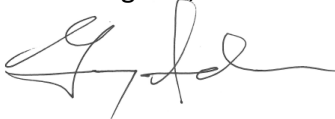
BIM Council is generally supportive of Metro 2050 as it stands, and it needs to be recognized that Metro Vancouver staff have put a tremendous amount of thought and effort into this planning initiative.

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,

A handwritten signature in black ink, appearing to read 'Gary Ander', with a stylized flourish at the end.

Mayor Gary Ander
Bowen Island Municipality

CC: Jerry Dobrovolny
Commissioner/Chief Administrative Officer
Metro Vancouver
jerry.dobrovolny@metrovancover.org

Heather McNell
General Manager, Regional Planning and Housing Services Planning
Metro Vancouver
Heather.McNell@metrovancover.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 subsidiarity. "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-](http://www.metrovancouver.org/services/financial-services/GVRegionalFundDocs/20160527_FederalGasTaxFundExpendituresPolicy_Board.pdf)

[services/GVRegionalFundDocs/20160527_FederalGasTaxFundExpendituresPolicy_Board.pdf](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 sunseting 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 subsidiarity, 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 321,222, 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/departamental-plan-2021-2022/departamental-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 chain 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 subsidiarity, 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@metrovancover.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)

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



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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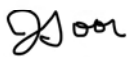
reducing greenhouse gas emissions and addressing climate change, supporting a sustainable and diverse economy, providing affordable housing choices, and creating a complete community.

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



Abundant Housing Vancouver

info@abundanthousingvancouver.com - abundanthousingvancouver.com

November 26, 2021

VIA EMAIL: regionalplanning@metrovancover.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

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



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 gases 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 <i>Fisheries Act</i> 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.'

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.

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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**VANCOUVER (HEAD OFFICE)**

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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, policies, 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

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November 26, 2021

File No. 6540-04

Chris Plagnol, Corporate Officer, Metro Vancouver
Chris.Plagnol@metrovancover.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,

A handwritten signature in black ink, appearing to be 'SR', with a long horizontal line extending to the right.

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



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REPORT TO MAYOR AND COUNCIL

PRESENTED: OCTOBER 18, 2021 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: DRAFT METRO 2050
REGIONAL GROWTH STRATEGY UPDATE

REPORT: 21-120
FILE: 6540-04

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
<p>Goal 1: Create a Compact Urban Area</p> <ul style="list-style-type: none"> • 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 	<p>Goal 1: Create a Compact Urban Area</p> <ul style="list-style-type: none"> • 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
<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • 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 	<p>Goal 2: Support a Sustainable Economy</p> <ul style="list-style-type: none"> • 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
<p>Goal 3: Protect the Environment and Respond to Climate Change Impacts</p> <ul style="list-style-type: none"> • 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 	<p>Goal 3: Protect the Environment and Respond to Climate Change and Natural Hazards</p> <ul style="list-style-type: none"> • 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
<p>Goal 4: Develop Complete Communities</p> <ul style="list-style-type: none"> • 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 	<p>Goal 4: Provide Diverse and Affordable Housing Choices</p> <ul style="list-style-type: none"> • 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
<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • 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 	<p>Goal 5: Support Sustainable Transportation Choices</p> <ul style="list-style-type: none"> • 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

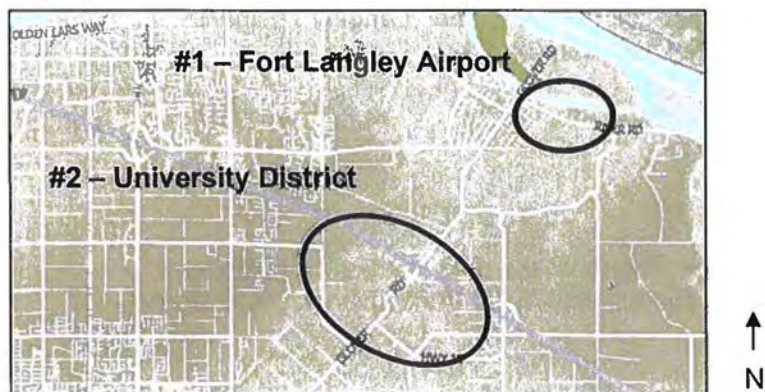
It is recommended that the regional land use designations reflect the land use designations shown on the Township's existing Regional Context Statement map (per the table above).

5. Major Transit Network

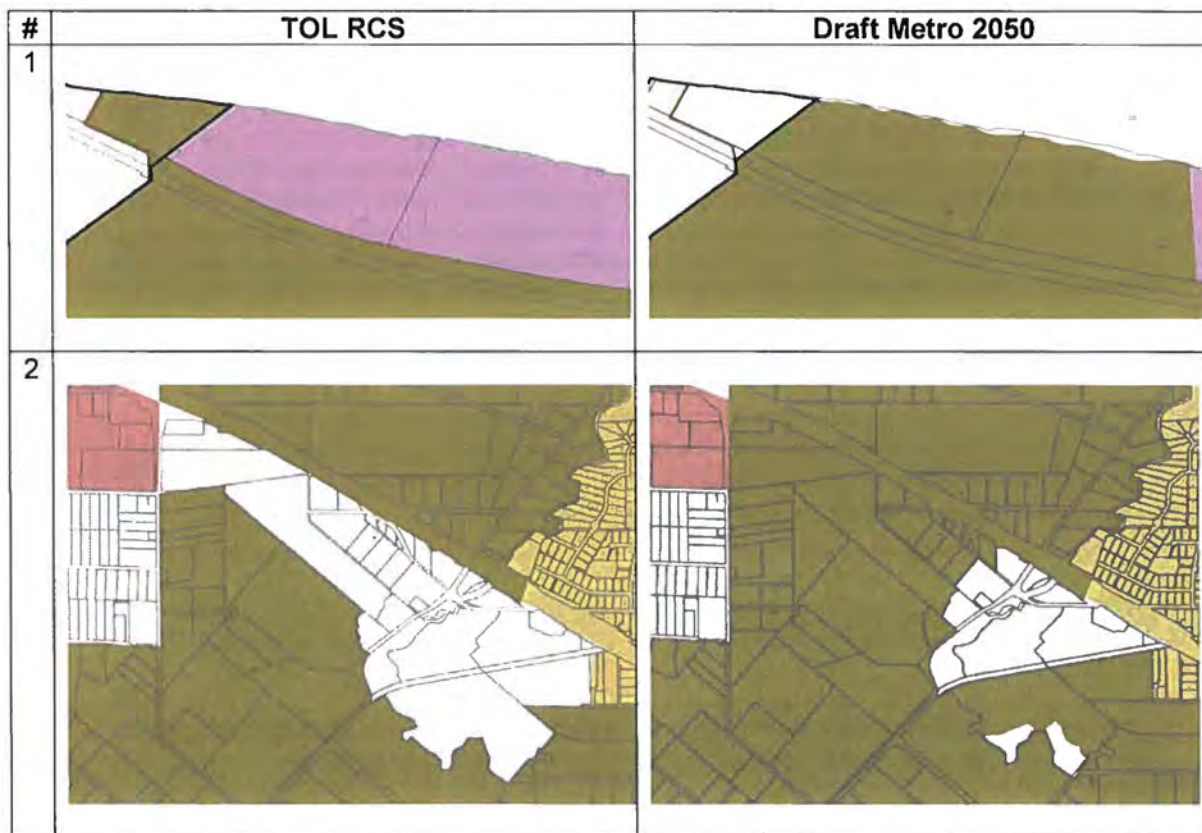
Map 5 of draft Metro 2050 shows the Major Transit Network concept, reflecting the draft transit network proposed by TransLink as part of the development of Transport 2050. It is noted that the Aldergrove Municipal Town Centre is not connected to the Major Transit Network, being one of only two Urban 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



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

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

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

	<p>Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;</p> <p>b) plan for climate change impacts and natural hazard risks when extending utilities and transportation infrastructure that support development;</p> <p>c) support the integration of emergency management, utility planning, and climate change adaptation principles in land use plans, transportation plans, and growth management policies;</p> <p>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;</p> <p>e) support regional flood management approaches, such as the implementation of the Lower Mainland Flood Management Strategy; and</p> <p>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.</p>	<p>Nations, and others on emergency management, and supports working with Metro Vancouver and senior governments on emergency management.</p>
5.1.9	<p>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.</p>	<p>The FVRD supports the coordination of transportation planning and infrastructure projects in the Lower Mainland.</p>
5.2.9	<p>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.</p>	<p>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.</p>
6.7.1	<p>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</p>	<p>The FVRD supports working with Metro Vancouver to facilitate the compatibility of regional planning between jurisdictions, respecting the differences between each region.</p>

	Metro Vancouver and these neighbouring jurisdictions.	
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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. Côté
Mayor

November 10, 2021

Chair Sav Dhaliwal
Metro Vancouver Board
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

Via email: Chris.Plagnol@metrovanancouver.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,

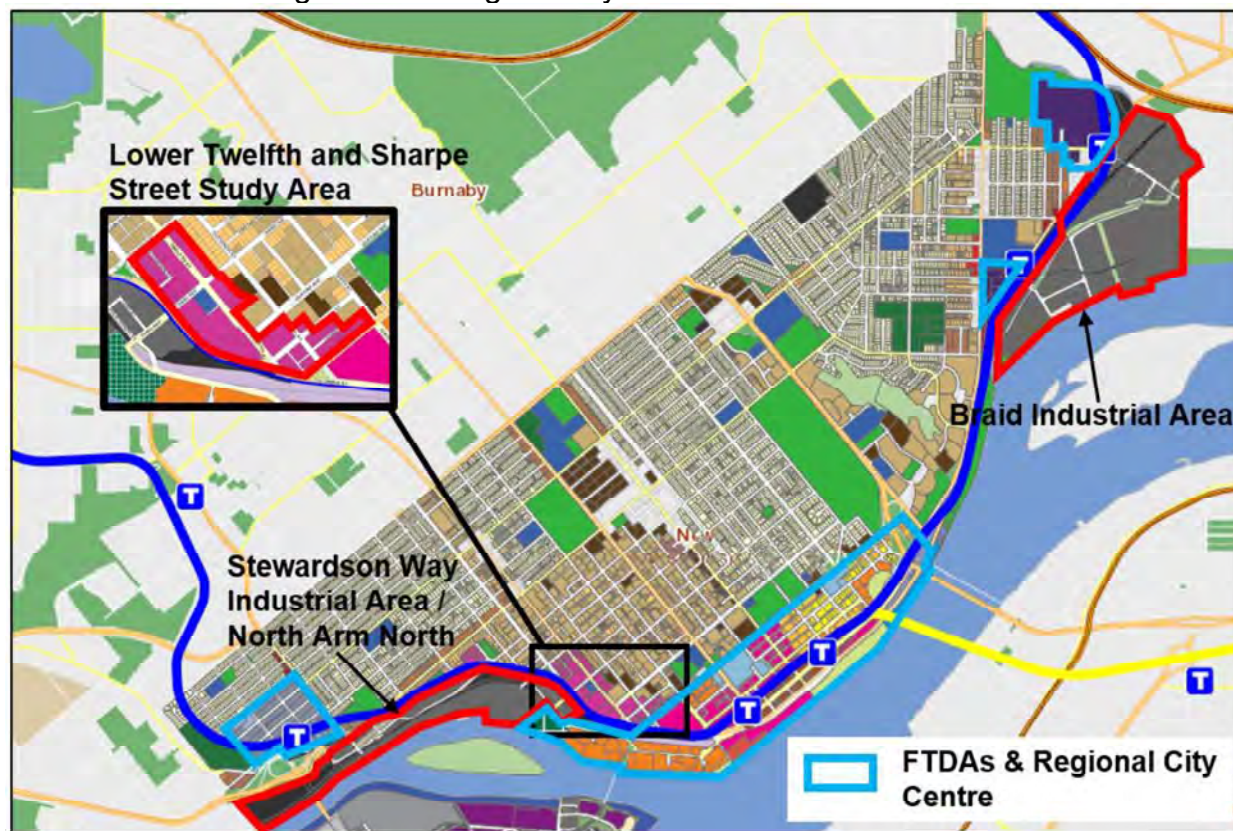
housing and employment. Council also supports identifying these growth estimates as targets in the RGS. We see a role for regional plans to hold municipalities accountable to regional goals.

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:



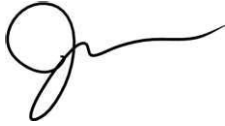
Introducing a growth corridor concept, and mapping these corridors, risks signaling support for transit-oriented development to land speculators and the development community, whereas local and regional policies and plans may not support significant densification of these areas. To help address this 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@metrovancover.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.



Your **Cycling** Connection



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.



Your **Cycling** Connection



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



Your **Cycling** Connection

bikehub.ca



- 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@bikehub.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.

312 Main Street, Vancouver BC, V6A 2T2



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.

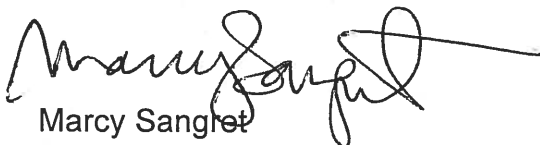
Foundation for the Future Implications – Much of the Metro 2050 plan connects well with all five pillars of the Foundation for the Future as well as the overarching core values.

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.

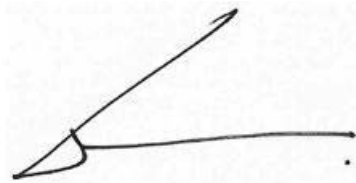
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Greg Newman", with a stylized flourish at the end.

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.

A handwritten signature in black ink, appearing to read "Guillermo Ferrero", with a stylized flourish at the end.

Guillermo Ferrero
Chief Administrative Officer

Appendix A: Comments on Regional Growth Plan "Metro 2050"

Appendix A: Comments on Regional Growth Plan “Metro 2050”

	Policy / Section Reference	Comments
1	<p>[Metro Vancouver will:]</p> <p>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.</p> <p>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.</p> <p>[TransLink will:]</p> <p>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.</p>	<p>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.</p> <p>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.</p>
2	<p>[Metro Vancouver will:]</p> <p>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.</p> <p>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.</p> <p>3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:</p> <p>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);</p>	<p>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.</p> <p>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</p>

Appendix A: Comments on Regional Growth Plan “Metro 2050”

	Policy / Section Reference	Comments
	<p>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:</p> <p>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;</p>	public interests, particularly as they relate to land use along railway corridors.
3	<p>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.</p>	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	<p>3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:</p> <p>b) increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.</p> <p>3.2.7 Adopt Regional Context Statements that:</p> <p>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;</p>	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	<p>[Member jurisdictions will:]</p> <p>3.3.7 Adopt Regional Context Statements that:</p> <p>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</p>	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

Appendix A: Comments on Regional Growth Plan “Metro 2050”

	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	<p>[Metro Vancouver will:]</p> <p>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.</p> <p>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.</p>	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



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Minutes Extract – November 8, 2021 Regular Council Meeting

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 River is essential, not just for the Semiahmoo First Nation but also for the City of White Rock.

Item 3:

- 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)



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@metrovancover.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

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.



- 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 FTDA's (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 FTDA's. 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,

A handwritten signature in black ink, appearing to read 'Michael White'.

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

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, FTDA’s 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 FTDA's that are compact, walkable, vibrant and mixed-use urban forms, so they will be “... *more land and energy efficient*”. The Urban Centres and FTDA's 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 FTDA's that have transit stations.**

There are several areas along TransLink's Major Transit Network (MTN) that are neither FTDA's 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 FTDA's align as much as possible with the MTN.** With the positive addition of Corridor FTDA's 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 FTDA's 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 FTDA's. 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 likelihood 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 geexchange 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.

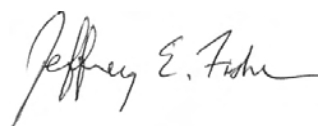
Metro Vancouver and local governments are seeking to expand biking over the next thirty years, including supporting *“... the implementation of the Regional Greenway Network and Major Bikeway Network ...,”* and the *“... implementation of local active transportation facilities that connect to the Regional 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 we 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.



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.

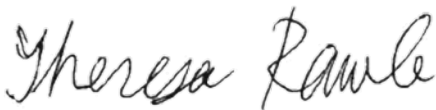
We believe, given the critical shortage of remaining industrial lands, that the voting threshold in the draft Metro 2050 is too low to curtail continued conversions of industrial lands within the region. Therefore,

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
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



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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Page 224

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,

A handwritten signature in black ink, appearing to read 'Blaire Chisholm', written in a cursive style.

Blaire Chisholm, MCIP, MUP, BSc Env
Chief Operating Officer
t: 604.731.9053 x 104
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

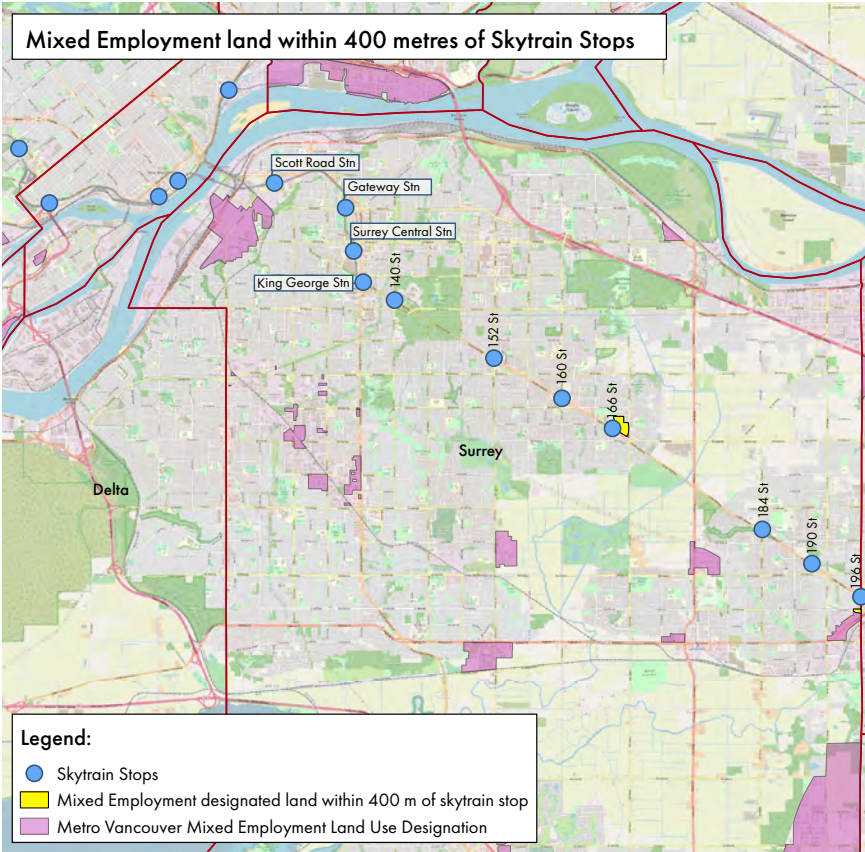
TransLink's Transit-Oriented Communities Design Guidelines:

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

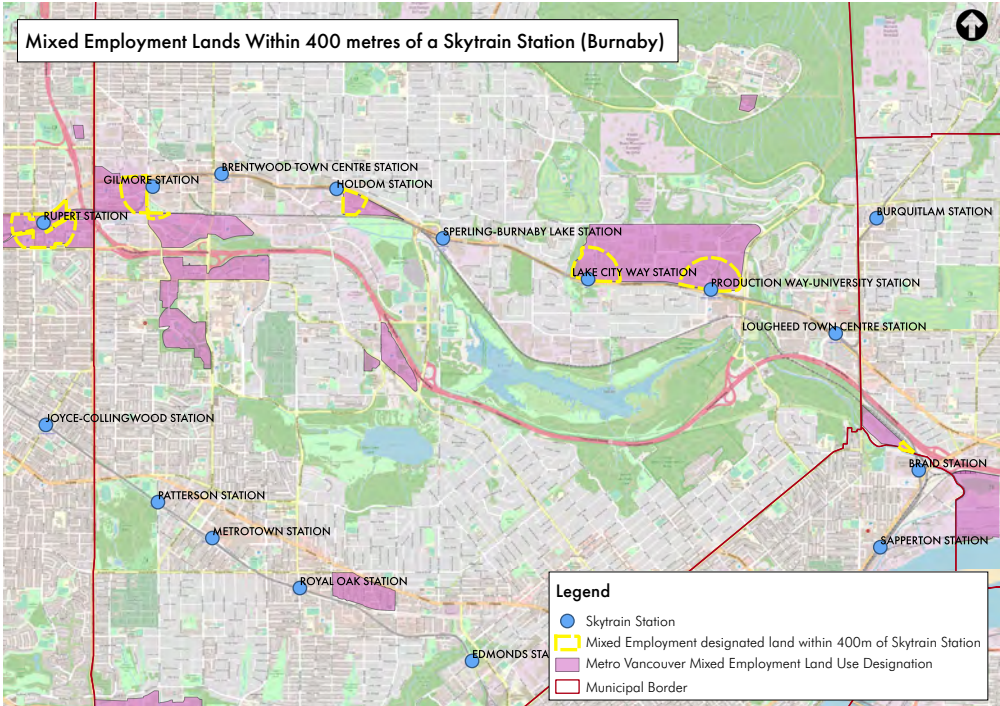
**Based on an approximate 1.5 FSR*

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

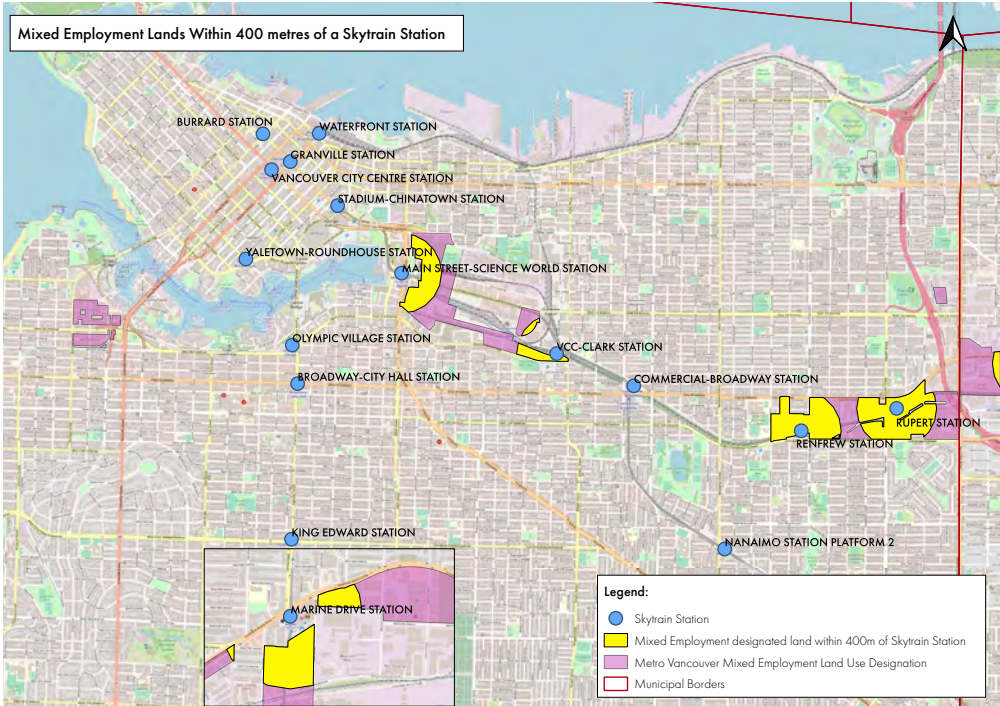
**Based on an approximate 1.5 FSR*

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@metrovancover.org
Chris.Plagnol@metrovancover.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.

M2050 DRAFT – Comments from Tsawwassen First Nation (TFN)

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,



swannaset
Chief Ken Baird
Tsawwassen First Nation

cc. Executive Council, Tsawwassen First Nation
Braden Smith, Chief Executive Officer.
Komal Shaikh, Director of Lands.

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

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 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 redesignations:
 - 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



mapleridge.ca

City of Maple Ridge

TO: His Worship Mayor Michael Morden
and Members of Council
FROM: Chief Administrative Officer
MEETING DATE: November 9, 2021
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.

4.3

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.
- 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;
- 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 \(metrovanancouver.org\)](https://metrovanancouver.org)

City of Maple Ridge Formal Referral Comments Index **Draft Metro 2050**

Existing Policy Language	Proposed Resolution
<p>Member Jurisdictions will:</p> <p>1.1.9 Adopt Regional Context Statements that:</p> <p>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.</p>	<p>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.</p>
<p>Member Jurisdictions will:</p> <p>1.2.24 Adopt Regional Context Statements that:</p> <p>b) Include policies for Urban Centres and Frequent Transit Development Areas that:</p> <p>iv) reduce residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;</p> <p>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;</p>	<p>Member Jurisdictions will:</p> <p>1.2.24 Adopt Regional Context Statements that:</p> <p>b) Include policies for Urban Centres and Frequent Transit Development Areas that:</p> <p>iv) consider reducing residential and commercial parking requirements in Urban Centres and Frequent Transit Development Areas and consider the use of parking maximums;</p> <p>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;</p>
<p>Member Jurisdictions will:</p> <p>1.3.7 Adopt Regional Context Statements that:</p> <p>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.</p>	<p>Member Jurisdictions will:</p> <p>1.3.7 Adopt Regional Context Statements that:</p> <p>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.</p>

City of Maple Ridge Formal Referral Comments Index

Draft Metro 2050

Existing Policy Language	Proposed Resolution
<p>Member Jurisdictions will:</p> <p>1.4.3 Adopt Regional Context Statements that:</p> <p>d) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve;</p>	<p>Maple Ridge requests that Metro Vancouver advocates to the ALC to review ALR legislation to permit more intensive uses using technology.</p>
<p>Member Jurisdictions will:</p> <p>2.1.10 Adopt Regional Context Statements that:</p> <p>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.</p>	<p>Member Jurisdictions will:</p> <p>2.1.10 Adopt Regional Context Statements that:</p> <p>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.</p>
<p>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.</p>	<p>Maple Ridge requests participation in the preparation of the Industrial Implementation Guidelines identified in <i>Metro 2050</i>.</p>
<p>Member jurisdictions will:</p> <p>2.2.9 Adopt Regional Context Statements that:</p> <p>c) include policies for Industrial lands that:</p> <p>i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and ensure that non-industrial uses are not permitted;</p> <p>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</p>	<p>Member jurisdictions will:</p> <p>2.2.9 Adopt Regional Context Statements that:</p> <p>c) include policies for Industrial lands that:</p> <p>i) consistently define, support, and protect industrial uses in municipal plans and bylaws, and discourage non-industrial uses;</p> <p>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</p>

City of Maple Ridge Formal Referral Comments Index
Draft Metro 2050

Existing Policy Language	Proposed Resolution
<p>office uses, other than ancillary uses, where deemed necessary;</p> <p>d) include policies for Employment lands that:</p> <p>v) do not permit residential uses, except for an accessory caretaker unit;</p> <p>e) include policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.</p> <p>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).</p>	<p>uses, other than ancillary uses, where deemed necessary;</p> <p>d) include policies for Employment lands that:</p> <p>v) do not permit residential uses, except for an accessory caretaker unit or a live-work use;</p> <p>e) consider including policies to assist existing and new businesses in reducing their greenhouse gas emissions, maximizing energy efficiency, and mitigating impacts on ecosystems.</p> <p>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).</p>
<p>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.</p>	<p>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.</p>
<p>Member Jurisdictions will:</p> <p>2.3.12 Adopt Regional Context Statements that:</p> <p>c) include policies that protect the supply of agricultural land and strengthen agriculture viability including those that:</p> <p>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 <i>Agricultural Land Commission Act</i>;</p>	<p>Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands.</p>

City of Maple Ridge Formal Referral Comments Index Draft Metro 2050

Existing Policy Language	Proposed Resolution
<p>Member jurisdictions will:</p> <p>3.1.9 Adopt Regional Context Statements that:</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> • 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. <p>c) include policies that:</p> <ul style="list-style-type: none"> 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 	<p>Member jurisdictions will:</p> <p>3.1.9 Adopt Regional Context Statements that:</p> <p>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:</p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> • 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. <p>c) include policies that:</p>

City of Maple Ridge Formal Referral Comments Index
Draft Metro 2050

Existing Policy Language	Proposed Resolution
<p>introducing measures such as physical buffers or development permit requirements; and</p>	<p>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;</p>
<p>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.</p>	<p>Request clarification on suggested strategies to meet new environmental regional target, including strategies to maintain and increase tree canopy cover as the community grows.</p>
<p>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;</p>	<p>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;</p>
<p>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</p>	<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.</p>

City of Maple Ridge Formal Referral Comments Index **Draft Metro 2050**

Existing Policy Language	Proposed Resolution
<p>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.</p> <p>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.</p> <p>3.4.7 Integrate emergency management, utility planning, and climate change adaptation principles when preparing land use plans, transportation plans, and growth management policies.</p> <p>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.</p>	
<p>Member jurisdictions will:</p> <p>4.1.8 Adopt Regional Context Statements that:</p> <p>c) identify policies and actions that contributed to the following outcomes:</p> <p>vii) integrated housing within neighbourhood contexts and high quality urban design; and</p>	<p>Maple Ridge requests a definition of integrated housing is needed to understand the policy implication of policy 4.1.8 c) vii).</p>
<p>Member jurisdictions will:</p> <p>4.2.7 Adopt Regional Context Statements that:</p> <p>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;</p>	<p>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).</p>

City of Maple Ridge Formal Referral Comments Index
Draft Metro 2050

Existing Policy Language	Proposed Resolution
<p>Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that:</p> <ul style="list-style-type: none"> c) identify the use of regulatory tools that protect and preserve rental housing; d) identify policies and actions that contribute to the following outcomes: <ul style="list-style-type: none"> 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 	<p>Member jurisdictions will: 4.2.7 Adopt Regional Context Statements that:</p> <ul style="list-style-type: none"> c) encourage the use of regulatory tools that protect and preserve rental housing; d) consider policies and actions that contribute to the following outcomes: <ul style="list-style-type: none"> 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
<p>Member jurisdictions will: 5.2.6 Adopt Regional Context Statements that:</p> <ul style="list-style-type: none"> 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; 	<p>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.</p>

City of Maple Ridge Formal Referral Comments Index Draft Metro 2050

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

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 FTDA's 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,




A handwritten signature in black ink, appearing to read 'K. Graham'.

Karla Graham, MMC
Corporate Officer

Encl.

cc R. de St. Croix, Manager, Long Range and Community Planning



 Department Manager	 Director	 CAO
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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	<ul style="list-style-type: none"> The <i>Regional Growth Strategy (Metro 2040)</i> is being updated. The new document will be titled <i>Metro 2050</i>. 	<ul style="list-style-type: none"> Within two years of adoption, CNV will be required to update the Regional Context Statement in the <i>Official Community Plan</i> to ensure alignment with the new and updated policy directions. Given the City's current work on the new <i>Mobility Strategy</i>, <i>Community Wellbeing Strategy</i>, and <i>Climate and Environment Strategy</i>, many of these policy updates will have been addressed.
Growth Projections	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> The updated projections are in alignment with anticipated City growth and current trends. During a future <i>Official Community Plan</i> 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	<ul style="list-style-type: none"> 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 <i>Metro 2040</i> were moved into Goal 1 to enable "Housing" to be its own goal in <i>Metro 2050</i>. Improved definition of the regional role in the development of "Complete Communities" to better address the areas of social equity, 	<ul style="list-style-type: none"> 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 <i>Community Wellbeing Strategy</i> 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	<ul style="list-style-type: none"> Alignment with the <i>Regional Industrial Land Strategy</i>. 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. 	<ul style="list-style-type: none"> City policy generally aligns with the <i>Regional Industrial Land Strategy</i>. The City has 0.84km² 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 0.43km² 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	<ul style="list-style-type: none"> 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 <i>Climate 2050</i> 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. 	<ul style="list-style-type: none"> City policy is generally in alignment with the proposed policies. The City's upcoming <i>Climate and Environment Strategy (CES)</i> 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 <i>Metro 2050</i> 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 <i>Urban Forest Management Strategy</i> 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	<ul style="list-style-type: none"> Creation of a stand-alone "Housing" Goal and moving the "Complete Communities" components into Goal 1; Emphasis on affordable housing in transit-oriented locations. 	<ul style="list-style-type: none"> The main change regarding how housing issues are addressed in <i>Metro 2050</i> 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

	<ul style="list-style-type: none"> • 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. 	<p>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.</p> <ul style="list-style-type: none"> • 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 <i>Community Wellbeing Strategy</i> will provide further guidance related housing policy.
Goal 5: Support Sustainable Transportation Choices	<ul style="list-style-type: none"> • The addition of Major Transit Growth Corridors (MTGC) to align with <i>Transport 2050</i> 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 FTDA's. 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 FTDA's as well as a growth monitoring tool to assess performance on transit-oriented development objectives. 	<ul style="list-style-type: none"> • 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 <i>Mobility Strategy</i> 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	<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • The City will use the additional guidelines to ensure alignment with and support the implementation of the <i>Metro 2050</i> 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 the 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
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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 FTDA's,
- 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

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))

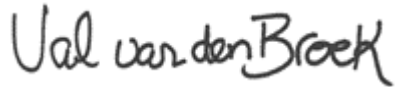
The City supports the goal of achieving a 15% affordable rental housing component within new development or redevelopments in the region. However, while non-market affordable housing units can be measured, monitored and secured through housing agreements, the affordable rental units offered through the 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,

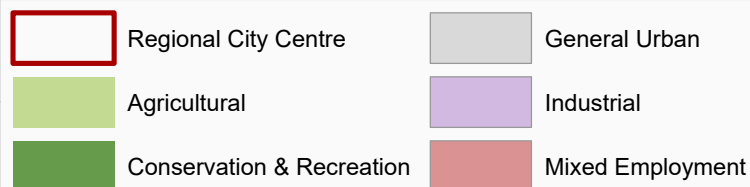
A handwritten signature in dark ink that reads "Val van den Broek". The signature is written in a cursive, flowing style.

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



**Langley Centre
(Willowbrook)**

Langley Bypass

204 St

Duncan Way

Glover Rd

Langley Centre

Logan Ave

Fraser Hwy

200 St

56 Ave

201 A St

Linwood Park

Michaud Cres

203 St

Douglas Cres

Douglas Park

Rotary Centennial Park

Brydon Park

Brydon Lagoon

Nicomel Floodplain

53 Ave

200 St

50 Ave

Portage Park

Sendall Gardens

Grade Cres

203 St

57 Ave

208 St

Nicomel

Fraser Hwy

Derek Doubleday Arboretum

City Park

48 Ave

208 St

48 Ave

Buckley Park

Penzer Park

46 Ave

Hunter Park

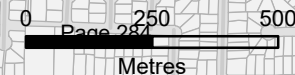
202 St

Nature Trail

46 A Ave

Grade Cres

Uplands Dog Off Leash Park





Tsleil-Waututh Nation **səlilwətał**



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's 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



Tsleil-Waututh Nation **səlilwətał**



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 <i>Burrard Inlet Water Quality Objectives</i> (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 <i>Burrard Inlet Action Plan</i> (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 "təmtəmixʷtən/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

December 1, 2021

To: Metro Vancouver Regional Planning

By email: regionalplanning@metrovancover.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)
e: dcarlson@wcel.org

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.

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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

Regional Planning & Housing Services
Metro Vancouver
Metrotower III, 4515 Central Boulevard
Burnaby, BC, V5H 0C6

By Email: RegionalPlanning@MetroVancouver.org

Dear Mesdames & Messieurs:

MAKING METRO 2050 MATTER: STRENGTHENING 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.

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.

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.

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 IPCC 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 contribute. 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 ALIGNMENT

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 of 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 FTDA's 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 productively.

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 course 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	
<i>AFF – Land Use Planning</i>	
<ul style="list-style-type: none"> 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) 	
<i>EMLI – Clean Transportation Branch</i>	
<ul style="list-style-type: none"> 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. 	
<i>MUNI – Planning and Land Use Management Branch</i>	
<ul style="list-style-type: none"> 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)	<i>AFF – Land Use Planning</i> <ul style="list-style-type: none"> Consider also mentioning 2016 Metro Vancouver Food System Action Plan and/or 2011 Regional Food System Strategy
Working Together for a Livable Region (3)	<i>MUNI – Immigration and Settlement Services</i> <ul style="list-style-type: none"> 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)	<i>AFF – Land Use Planning</i> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> Consider including public safety as a dimension of equity.
Changing Generational Preferences and Behaviours (8)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> Consider adding equity as a principle.
Goal 2. Support a Sustainable Economy (10)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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)	<p><i>AFF – Land Use Planning</i></p>

	<ul style="list-style-type: none"> Support for minimizing/preventing other policies that may permit exclusions from ALR.
Urban Land Use Designations, Industrial (13)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> Consider opportunities for edge planning where there is built environment near agriculture.
Growth Projections (17)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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

	<p>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.</p> <p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> • Suggest this edit to Strategy 1.1.7: <i>“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.</i> <ul style="list-style-type: none"> ○ 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)	<p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> • Strategy 1.2 – suggest this edit: <i>“In addition, a compact built form is, on average, significantly more land and energy efficient than other forms of development.”</i> • Strategy 1.2.10(b) says that new FDTAs will only be considered <i>“outside known and unmitigated flood and other natural hazard risk areas.”</i> 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 <i>“up to 1,000m”</i>, 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 <i>“Existing rapid rail transit service.”</i> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> • 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)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> • 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)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> Consider including statement that agriculture is also dependent on an industrial land supply for storage, processing and distribution.
Strategy 2.2	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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). <p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> 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 <i>may in some circumstances be heightened by some low carbon solutions.</i>” <p>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.</p>
Table 5 (64)	<p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> Suggest adding the following provision (or similar, using Metro-preferred terms) under Strategy 4.1 (or 4.2): <p><i>Member jurisdictions will:</i></p> <p><i>(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.</i></p>
Strategy 5.1 (79 – 81)	<p><i>EMLI – Clean Transportation Branch</i></p> <ul style="list-style-type: none"> 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)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> Support for inclusion of policies that support transportation and access for agricultural areas and farming <p><i>EMLI – Clean Transportation Branch</i></p> <ul style="list-style-type: none"> 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.
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Part F - Implementation	
Section (Page)	Comments
6.2.7 (87)	<p><i>AFF – Land Use Planning</i></p> <ul style="list-style-type: none"> 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)	<p><i>MUNI – Immigration and Settlement Services</i></p> <ul style="list-style-type: none"> Consider including a performance measure on other dimensions of social equity and affordable housing access.

Land Use Designation Maps	
<p><i>MUNI - Planning and Land Use Management Branch</i></p> <ul style="list-style-type: none"> 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@metrovancover.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,

A handwritten signature in black ink, appearing to be 'J. McEwen', with a long, sweeping horizontal line extending to the right.

John McEwen, Mayor
John.mcewen@anmore.com
604-469-9877



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.

To: Planning and Development Committee
From: Director Planning and Building
Re: Metro 2050: Regional Growth Strategy Update
2021 November 18..... Page 2

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).

To: Planning and Development Committee
 From: Director Planning and Building
 Re: Metro 2050: Regional Growth Strategy Update
 2021 November 18..... Page 3

Key dates in the update process are shown below.

Date	Metro Vancouver Action	City Action
April 2019	<i>Metro 2050</i> 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 <i>Metro 2050</i> to the MVRD Board for first and second readings	n/a
February 2022	Regional public hearing on <i>Metro 2050</i>	n/a
March – May 2022	Formal acceptance period	City to accept/reject <i>Metro 2050</i> by Council resolution
June 2022	<i>Metro 2050</i> 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 <i>Metro 2050</i>

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*).

To: Planning and Development Committee
From: Director Planning and Building
Re: Metro 2050: Regional Growth Strategy Update
2021 November 18 Page 5

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	City Solicitor
	Deputy Chief Administrative Officer and Chief Financial Officer	Director Engineering
	Director Corporate Services	City Clerk
	Director Parks, Recreation and Cultural Services	

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
<p>1. Growth Framework</p> <p>The regional growth framework includes an “Urban Containment Boundary” to prevent sprawl. Within this area, it establishes the strategic locations for growth.</p> <p>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).</p> <p>These changes were made to more accurately reflect the functions and expectations for each type of growth centre.</p>	<p>Supported with Suggested Changes</p> <p>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.</p> <p>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.</p> <p>Staff suggest simplifying the framework by reviewing the need for additional subtypes, and using shorter names to reduce the need for acronyms, if possible.</p>	<p><i>Goal 1:</i> p.25 Table 3 Table 4</p>

Description of Change	Staff Comments	Metro 2050
<p>2. Major Transit Growth Corridors</p> <p>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.</p> <p>The principles used to select the MTGCs were as follows:</p> <ul style="list-style-type: none"> • 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 <p>MTGCs will also be used for tracking performance on transit-oriented development objectives.</p> <p>Any amendment to the MTGCs will be considered a <i>Type 3</i> amendment to <i>Metro 2050</i>, requiring an affirmative 50% + 1 weighted vote of the MVRD Board.</p>	<p>Supported with Suggested Changes</p> <p>In Burnaby, the draft MTGCs include:</p> <ul style="list-style-type: none"> • Hastings Street (from Boundary Road to Cliff Avenue); • Willingdon Avenue (from Hastings Street to Kingsway); and • the Expo and Millennium SkyTrain corridors. <p>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.</p> <p>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.</p> <p>This would have the following benefits:</p> <ul style="list-style-type: none"> • 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. 	<p><i>Goal 1:</i> Action 1.2.24 Table 3 Table 4</p> <p>See also:</p> <p><i>Part F:</i> Section 6.3.4 6.12.1</p> <p><i>Part I:</i> Map 5</p>

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: <ul style="list-style-type: none"> • 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 <i>Metro 2050</i> 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. <i>Metro 2050</i> 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 <i>Metro 2050</i> , such as Call 92 ¹ and its role in economic development. <i>Metro 2050</i> also lacks any acknowledgement of how it will address growth while working with First Nations to protect and preserve Cultural and Historical Heritage.	<i>Goal 1:</i> Actions 1.1.6 1.2.7 1.2.15 1.2.24f 1.3.1 See also: <i>Goal 2:</i> Action 2.1.2 <i>Goal 3:</i> Actions 3.1.8b 3.2.3 3.2.4 3.3.2 <i>Goal 4:</i> Action 4.1.7 <i>Goal 5:</i> Actions 5.1.12 5.1.15j

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
<p>4. Liquid Waste</p> <p>There are a number of new actions around the provision of regional liquid waste services.</p> <p>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.</p>	<p>Supported with Suggested Changes</p> <p>Staff currently meet bi-monthly with Metro Vancouver and other municipalities under the Liquid Waste Services Committee to discuss these topics.</p> <p>Staff suggest extending these actions water services.</p>	<p><i>Goal 1:</i> Actions 1.1.3 1.1.5 1.1.9c</p>

Description of Changes	Staff Comments	Metro 2050
<p>5. Major Trip-Generating Uses</p> <p>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).</p> <p>“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.</p>	<p>Supported</p> <p>This policy has been amended in response to staff feedback. It now only applies to <i>new</i> 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.</p> <p>In future, any <i>new</i> ‘major trip generating uses’ would only be supported in Urban Centres or FTDAs.</p>	<p><i>Goal 1:</i> Actions 1.2.24c (ii) 1.2.24d</p>

Comments on Goal 2: Support a Sustainable Economy

Description of Changes	Staff Comments	Metro 2050
<p>6. Trade-Oriented Lands</p> <p>Member jurisdictions are being asked to identify <i>trade-oriented lands</i> for a new regional map overlay. These are industrial lands that support regional, provincial, national or international goods movement.</p> <p>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).</p> <p>Metro Vancouver will provide guidance on setting criteria to identify these lands.</p>	<p>Supported with Suggested Changes</p> <p>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.</p> <p>Staff would like to see a softening of the language in this policy to state that the City only needs to <i>consider</i> identifying these lands at this time.</p>	<p><i>Goal 2:</i> Actions 2.2.9b 2.2.9c(viii) 2.2.9c(x)</p> <p>See also:</p> <p><i>Part D:</i> Trade-Oriented Lands Overlay, p.16</p> <p><i>Part F</i> 6.3.4h</p>

Description of Changes	Staff Comments	Metro 2050
<p>7. Industrial Lands Protection</p> <p>Member jurisdictions are being asked to include additional OCP policies to manage and protect industrial lands.</p> <p>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.</p> <p>These changes stem from the Regional Industrial Lands Strategy², approved by the MVRD Board in July 2020.</p>	<p>Supported with Suggested Changes</p> <p>Staff support the protection of industrial lands.</p> <p>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.</p> <p>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.</p>	<p><i>Goal 2:</i> <i>Action</i> <i>2.2.9c</i></p>

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
<p>8. Adding Residential to Employment Lands</p> <p>Member jurisdictions may now, optionally, add a policy to their OCP to allow housing on some employment lands.</p> <p>The employment lands should be located:</p> <ul style="list-style-type: none"> • Within 200m of an approved rapid transit station; and • Within an Urban Centre or Frequent Transit Development Area (FTDA). <p>Housing units should be located:</p> <ul style="list-style-type: none"> • On the upper floors, above new office and light industrial uses. <p>There is an emphasis on affordable rental units. Municipal policies should also consider municipal objectives, local context and other regional growth strategy objectives.</p>	<p>Supported</p> <p>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.</p> <p>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.</p>	<p><i>Goal 2:</i> <i>Action</i> <i>2.2.9d (vi)</i></p> <p>See also:</p> <p><i>Part D:</i> <i>Employment</i> <i>p.13</i></p> <p><i>Goal 1:</i> <i>Action</i> <i>1.2.24b(x)</i></p>

Description of Changes	Staff Comments	Metro 2050
<p>9. Agricultural Lands Protection</p> <p>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.</p> <p>New actions have been added to help protect the supply of agricultural land and strengthen agricultural viability.</p> <p>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.</p> <p>Member jurisdictions are also being asked to ensure that their policies and zoning regulations align with the Agricultural Land Commission regulations.</p>	<p>Supported</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The Burnaby Zoning Bylaw, specifically its Agricultural (A) Zoning Districts, will be reviewed to ensure consistency on uses in agricultural areas.</p>	<p><i>Goal 2 :</i> <i>Actions</i> 2.3.12<i>b</i> 2.3.12<i>c</i>(iii)</p>

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

Description of Changes	Staff Comments	Metro 2050
<p>10. Protection of Provincial Natural Resources</p> <p>A new <i>natural resource areas</i> overlay has been added to the Conservation and Recreation Areas map.</p> <p>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.</p>	<p>Supported</p> <p>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.</p>	<p><i>Goal 3:</i> Action 3.1.4</p> <p>See also: <i>Part D:</i> p.16</p> <p><i>Part I:</i> Map 9, p.112</p>

Description of Changes	Staff Comments	Metro 2050
<p>11. Nature Needs Half</p> <p>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.</p> <p>This new target is inspired by the international "<i>nature needs half</i>" movement, which is striving to preserve 50% of the world as natural environments.</p>	<p>Supported</p> <p>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.</p> <p>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.</p>	<p><i>Goal 3:</i> Action 3.1.4</p> <p>See also: <i>Part D:</i> p.16</p> <p><i>Part I:</i> Map 9</p>

Description of Changes	Staff Comments	Metro 2050
<p>12. Tree Canopy Target</p> <p>A new regional target has been set to increase tree canopy cover from 32% to 40% within the Urban Containment Boundary (UCB) by 2050.</p> <p>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.</p>	<p>Supported</p> <p>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.</p> <p>This target is aspirational and will be measured as an average across the region. Metro staff have indicated that a <i>Metro 2050 Implementation Guideline</i> could be developed to assist with implementation toward this target. Staff support development of this guide.</p>	<p><i>Goal 3:</i> 3.2.1 b)</p>

Description of Changes	Staff Comments	Metro 2050
<p>13. Climate Change and GHG Targets</p> <p>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. <i>Metro 2050</i> includes actions to support the <i>Clean Air Plan</i>, a draft regional plan for managing air quality, and <i>Climate 2050</i>, the regional climate strategy.</p> <p>Greenhouse gas emissions targets have not changed since <i>Metro 2040</i>. The targets are: to reduce emissions by 45% below 2010 levels by 2030, and to achieve a carbon neutral region by 2050.</p>	<p>Supported</p> <p>Burnaby's Climate Action Plan aligns with these goals and targets.</p> <p>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.</p>	<p><i>Goal 3:</i> <i>Actions:</i> 3.3.1 3.4.7 3.4.8</p>

Description of Changes	Staff Comments	Metro 2050
<p>14. Housing Goal</p> <p>Goal 4 has been dedicated to housing to emphasize its importance across the region. The <i>Metro 2040</i> 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.</p>	<p>Supported</p> <p>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.</p> <p>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.</p>	<p><i>Goal 4: p.85</i></p>

Description of Changes	Staff Comments	Metro 2050
<p>15. Affordable Housing Target</p> <p>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.</p> <p>Member jurisdictions are being asked to indicate how they will work towards this target.</p> <p>In <i>Metro 2050</i>, ‘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 \$87,200³. For a household with this income, the maximum to spend on housing (including utilities) would be \$2,180 per month.</p>	<p>Supported</p> <p>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.</p> <p>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.</p> <p>Levels of affordability will vary by household income but, in many cases, the units created through this policy will have rents that meet the <i>Metro 2050</i> definition of “affordable”. As such, the City will be able to contribute to this target.</p>	<p><i>Goal 4:</i> <i>Actions:</i> 4.2.3 4.2.7</p> <p>See also: <i>Part H:</i> p.101</p>

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
<p>16. Integration with Transport 2050</p> <p>Goal 5 now has a stronger emphasis on collaboration with TransLink and reflects the work that has taken place to coordinate the <i>Metro 2050</i> growth framework with <i>Transport 2050</i>.</p> <p>Priorities for expansion of transit services between Urban Centres have been re-established as follows:</p> <p>Priority 1: Major Transit Network Priority 2: Frequent Transit Network Priority 3: Local Transit Network</p>	<p>Supported</p> <p>Staff support the commitment to coordinating and collaborating with TransLink in developing the land use framework for <i>Metro 2050</i>.</p> <p>Staff support the revised priority locations for expansion of transit services.</p>	<p><i>Goal 5:</i> Action 5.1.3</p> <p><i>Part I:</i> Map 5, p.108</p>

Description of Changes	Staff Comments	Metro 2050
<p>17. Regional Parking Strategy</p> <p>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.</p>	<p>Supported</p> <p>This action arose from Metro Vancouver's Transport Policy review and is supported.</p> <p>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.</p>	<p><i>Goal 5:</i> Action 5.1.6</p>

Description of Changes	Staff Comments	Metro 2050
<p>18. Regional Greenways 2050</p> <p>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.</p> <p>These actions support the <i>Regional Greenways 2050</i> 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.</p>	<p>Supported</p> <p>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.</p> <p>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.</p> <p>Planned connections identified for Burnaby include a missing link east of Burnaby Lake and parts of the Fraser Foreshore Park trail.</p>	<p><i>Goal 5:</i> <i>Actions:</i> 5.1.5 5.1.14e 5.1.14f</p> <p><i>Part I:</i> Map 10, p.113</p>

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															
<p>19. Regional Projections</p> <p>The regional projections for population, households and employment have been updated to 2050.</p> <p>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.</p> <p>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.</p> <p>Below is a snapshot of the new projections:</p> <table> <tr> <th></th><th>Total Projected Change</th><th>Annual Change</th></tr> <tr> <th>Burrard Peninsula</th><th>2020-2050</th><th>2020-2050</th></tr> <tr> <td>Population</td><td>+322,900</td><td>+10,763</td></tr> <tr> <td>Dwelling Units</td><td>+160,500</td><td>+5,350</td></tr> <tr> <td>Jobs</td><td>+148,300</td><td>+4,943</td></tr> </table>		Total Projected Change	Annual Change	Burrard Peninsula	2020-2050	2020-2050	Population	+322,900	+10,763	Dwelling Units	+160,500	+5,350	Jobs	+148,300	+4,943	<p>Supported</p> <p>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.</p> <p>Staff support the statement that the regional projections are provided for guidance only and should not be considered to represent growth targets.</p> <p>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.</p>	<p><i>Part D:</i> p.17</p> <p>Figure 3: p.19</p> <p>Table 1 p.20</p>
	Total Projected Change	Annual Change															
Burrard Peninsula	2020-2050	2020-2050															
Population	+322,900	+10,763															
Dwelling Units	+160,500	+5,350															
Jobs	+148,300	+4,943															

Description of Changes	Staff Comments	Metro 2050
<p>20. Re-designating Land Uses</p> <p>Previously, in <i>Metro 2040</i>, 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 <i>Metro 2040</i> to allow for appropriate municipal flexibility in managing local land use changes. In the draft <i>Metro 2050</i>, this flexibility has been removed.</p> <p>A new provision has been added in the draft <i>Metro 2050</i> to allow some residential on Employment Lands, if they are 200 metres from a rapid transit station <i>and</i> within an Urban Centre or FTDA. (See Comment #8 for more details).</p>	<p>Requested change</p> <p>Staff support protecting Employment Lands.</p> <p>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.</p> <p>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).</p> <p>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.</p> <p>Staff request that <i>Metro 2050</i> retains the provision, included in <i>Metro 2040</i>, 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 <i>rail</i> stations).</p>	<p><i>Part F:</i> Action 6.2.7b</p>

Description of Changes	Staff Comments	Metro 2050
<p>21. The Amendment Process</p> <p>Key changes to the process to amend the regional growth strategy include:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>Supported with Suggested changes</p> <p>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.</p> <p>A timeline of 45 days is suggested to make this consistent with the local government commenting period.</p>	<p><i>Part F:</i> 6.4.4c, p.92</p>

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.



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,

Robert Corman
Lands & Resources Director
KFN

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 Dobrovolsky, 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 <u>federal and provincial</u> 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 " <u>and</u> " 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 " <u>At the last Census in 2016, Metro Vancouver's population...</u> "	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 <u>and type</u> of new <u>housing</u> 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 " <u>Bowen Island</u> " 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 " <u>Northeast</u> " sub-region, and original "Northeast" sub-region revised to read " <u>Ridge Meadows</u> " 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 FTDA's (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 " <u>Port of Vancouver</u> "	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 " <u>expedite the transition to energy efficient, low, and zero emission modes for goods movement</u> "	Clarifies previous ambiguity.
Goal 2	2.3.1 b)	48	Add the word " <u>goal</u> " after "strategy"	Greater clarity.
Goal 2	2.2.9 d) v)	48	Point should end with " <u>and</u> " to connect it to next sub point	
Goal 2	2.3.12 c) v)	50	Point should end with " <u>and</u> " 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 (<u>Table 5</u>)."	Reference Table 5
Goal 3	3.2	58	Add as a new subsection to 3.2.6 Action for MV to: " <u>Advocate to the Province to update and consolidate invasive species legislation to better support the management of high-risk invasive species.</u> "	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 " <u>and</u> " 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 <u>change</u> impacts." Change "climate resiliency" to " <u>resilience</u> ." Change "climate adaptation" to "climate <u>resilience</u> ."	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 <u>change</u> 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 <u>other</u> First Nations."	Recommended by Provincial staff
Goal 4	4.2.3	73	Clarify new language for 4.2.3 Affordable Housing Target: " <u>Set a regional target that at least 15% of newly completed housing units built within all UC & FTDA's combined, by the year 2050, be affordable rental housing units. MV will monitor progress towards the target and review the target periodically.</u> "	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) : " <u>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.</u> "	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 " <u>MVRD Board</u> " in first 3 rows of Table 6; 2) in last sentence of the footnote on page 86, change "Metro Vancouver Board" to "Metro Vancouver <u>Regional District</u> 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 <u>5 and 6</u> ;"	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 <u>land use</u> 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 <u>must demonstrate how they will made consistent over time.</u> "	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.](#)

49552165

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: <ul style="list-style-type: none"> - 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: Regional Planning Committee

From: Heather McNell, General Manager, Regional Planning and Housing Services

Date: December 14, 2021 Meeting Date: January 14, 2022

Subject: **Manager's Report**

RECOMMENDATION

That the Regional Planning Committee receive for information the report dated December 14, 2021, titled "Manager's Report".

ATTENDANCE AT 2022 STANDING COMMITTEE EVENTS

Participation at external events provides important learning and networking opportunities. The following events that fall under the purview of the Regional Planning Committee were included in the 2022 Leadership and Engagement budget. Both in-person and virtual attendance will be considered depending on any restrictions due to under the COVID-19 pandemic.

American Planning Association National Planning Conference 2022

Place and Date: San Diego, California, April 30-May 3, 2022

Number of attendee(s): 2

The American Planning Association is a professional organization representing the field of urban planning. Its main function is to serve as a forum for the exchange of ideas between people interested in the field of urban planning. The association holds an annual conference (Reference 1). The 2022 program for the conference has a number of sessions related to topics relevant to regional planning.

Canadian Institute of Planners Conference 2022

Place and Date: Whistler, BC, July 5 – 8, 2022

Number of attendee(s): 2

Every year, CIP hosts a conference (Reference 2) to bring together planners from across the country and from all areas of practice to address key issues and topics that impact the profession. CIP often partners with the local planning Provincial and Territorial Institutes and Association to ensure the conference showcases the best the region has to offer. Both CIP and the PTIA work with local and national volunteers to determine the conference program, social events, and to identify sponsorship opportunities.

Rail~volution 2022

Place and Date: Miami, Florida, October 30 – November 2, 2022

Number of attendee(s): 1

Each year, Rail~volution brings the conference to cities around North America that are making great strides with their public transportation systems and in building livable communities. The 2022 program (Reference 3) has a number of workshops and mobile workshops that connect transit, livability and community building.

CLIMATE 2050 STRATEGIC FRAMEWORK - BUILDING AND TRANSPORTATION ROADMAP UPDATE

The *Climate 2050 Strategic Framework* is Metro Vancouver's Board approved, long term strategy to guide policy and action to transition to a carbon neutral and resilient region by 2050. Roadmaps are being developed for ten key issue areas, which describe long term goals, targets, strategies and actions to rapidly reduce greenhouse gas (GHG) emissions and increase the region's climate resilience. The *Climate 2050 Buildings Roadmap* and *Climate 2050 Transportation Roadmap* are the first Roadmaps to be completed in this series. At its November 26, 2021 meeting, the MVRD Board endorsed both Roadmaps (Reference 4).



The *Climate 2050 Buildings Roadmap* is Metro Vancouver's pathway to ambitious and necessary change in our built environment. The Roadmap sets the goals that "all buildings are zero emissions from heating and cooling by 2050" and that "residents are protected by buildings that are resilient to high temperatures, harmful air quality, severe storms and flooding by 2050". The *Buildings Roadmap* establishes a target of reducing GHG emissions from buildings 35% below 2010 levels by 2030, and achieving carbon neutral by 2050. Similarly, the *Climate 2050 Transportation Roadmap* focuses on reducing GHG emissions and improving the resiliency of our region's transportation system to 2050. The *Transportation Roadmap* sets the goals that all regional transportation – including personal transportation, larger trucks, marine, rail, and air – is carbon neutral by 2050, with personal transportation being zero emission. It also sets a goal for regional transportation to be resilient to climate impacts by 2050. To ensure progress towards these goals, interim targets to 2030 call for reductions of 65%, 35% and 35% from personal transportation, heavy trucks and rail, and marine and aviation sectors respectively. Implementation of the *Climate 2050 Roadmaps* will require significant collaboration across all levels of government and many other regional partners.

The *Buildings* and *Transportation Roadmaps* are strongly linked to goals, strategies and actions in *Metro 2040; Regional Growth Strategy*. The upcoming update to the Strategy, *Metro 2050*, provides an opportunity to explore long term planning in alignment with the *Climate 2050* target of achieving a carbon neutral and resilient region by 2050. Examples of overlapping interests with respect to the *Buildings* and *Transportation Roadmaps* include developing compact and complete communities that increase the reliance on active and public transportation, and reduce urban sprawl in our built environments. Staff have worked together closely throughout the development of the *Roadmaps* and *Metro 2050* to ensure alignment in key areas of overlap, as well as *Transport 2050*, TransLink's

regional transportation strategy. The role of land use planning in achieving our climate goals will be further explored in the upcoming *Climate 2050 Land Use & Growth Management Roadmap*, which will be developed in coordination with *Metro 2050*, and will be consistent with relevant climate policies included in the Regional Growth Strategy update.

References:

1. <https://www.planning.org/conference/>
2. <https://www.pibc.bc.ca/future-annual-conferences>
3. <https://railvolution.org/resources/future-conferences/>
4. [Climate Action Committee Agenda, Dated November 5, 2021: Item 5.1; Climate 2050 Building Roadmap, Item 5.2; Climate 2050 Transportation Roadmap.](#)

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