

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> "

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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.

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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".

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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, FTDA's, and MTGC's are not land use designations.	No changes required..

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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 Urban Centres</u> "	Revise text to read "encourage office development to locate in Urban Centres"
City of Richmond	E - Goal 1	1.2.24 (b) and similar, e.g. 1.3.7	Suggested Change: Change language requiring municipalities to "include policies that..." to a consistent format for Regional Context Statement requirements, e.g. "identify policies and actions that ..." as used elsewhere in the draft. Reason: More consistent with the purpose of a Regional Context Statement	Support revising 1.2.24 b) and 1.37 to replace "include policies that..." with "include policies and actions that..." to make it more consistent with other Metro 2050 policy actions.	revise 1.2.24 b) and 1.37 to replace "include policies that..." with "include policies and actions that..."
Port Moody	E - Goal 1	1.2.24 (b) x	Consider rewording to make more clear/less awkward.	Support removing the phrase "and only within 200 m of rapid transit stations, consider residential uses...upper floors." from 1.2.24 b) x) as it is redundant and duplicative of 2.2.9 d) vi).	Remove the phrase "and only within 200 m of rapid transit stations, consider residential uses...upper floors." from 1.2.24 b) x) and revise so that it reads: "consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and <u>intensification</u> of commercial and <u>light industrial</u> ."
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.

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City of Richmond	E - Goal 1	1.2.24(b)(iv)	Suggested Change: In policies for Urban Centres and Frequent Transit Development Areas, include transportation demand management (TDM) and promotion of other mobility options. Reason: Support decreased demand for parking and support active transportation modes.	Support adding a reference to the desired outcome of mode shift to policy 1.2.24(b)(iv).	Add to the beginning of subsection to 1.2.24 (b)(iv) that reads "support modal shift by establishing or maintaining reduced residential and commercial parking..."
City of Richmond	E - Goal 1	1.2.26	Suggested Change: Consider mention of consistency with member jurisdictional OCPs Reason: More clear	Mentioning OCPs is not required in this resiliency policy action. Noting that hazard lands may be identified in other types of strategies/plans as well.	No changes required.
City of Richmond	E - Goal 1	1.2.28	Suggested Change: Change "Continue to develop walking and biking infrastructure programs that prioritize improvements in Urban Centres and Frequent Transit Development Areas." to "Continue to develop walking and biking infrastructure programs that prioritize improvements in and between Urban Centres and Frequent Transit Development Areas." Reason: Support regional connections via cycling networks.	Staff support the proposed wording change to include TransLink active transportation infrastructure provision to support mobility between Urban Centres and 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 and between Urban Centres and Frequent Transit Development Areas."
DWV	E - Goal 1	1.2.5	The framework that has guided and will guide the growth for these sub-areas closely mirrors the general objective of Strategy 1.2, which is to integrate land use and transportation planning. Prioritizing growth in only one of the District's Local Area Plans (Ambleside Municipal Town Centre), may in fact increase vehicle trips across the District, whereas the Local Area Plans and Area Development Plan(s) can instead provide local community hubs with enhanced alternatives to driving that are proximate to residents within different West Vancouver neighbourhoods. It is the District's expectation that the draft RGS does not impede the adoption of a future RCS that would reflect progressive planning for the District's Municipal Town Centre (Ambleside), as well as other existing or planned non-regionally designated centres and corridors as described above.	Metro 2050 1.2.5 does not preclude residential or employment growth outside of Urban Centres and 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.

Metro 2050 Signatories

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 FTDA 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.

Metro 2050 Signatories

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

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

Metro 2050 Signatories

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."

Metro 2050 Signatories

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

Metro 2050 Signatories

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

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Maple Ridge	E - Goal 2	2.3.12 c)	In response to policy 2.3.12 c) v); Maple Ridge requests that Metro Vancouver advocate to the ALC to undertake a review of producing and non-producing agricultural lands ..	This is beyond the scope of Metro 2050 and would require specific research and assessment on how the terms 'producing' and 'non-producing' are defined and how that relates to existing permissive legislation for all agricultural lands in the province. It can be the subject of a future research project if requested by member jurisdictions or the MV Board.	No changes required.
Township of Langley	E - Goal 2	2.3.12(c)(vi)	<p>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:</p> <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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Pitt Meadows	E - Goal 2	2.3.4	We acknowledge that proposed policy 2.3.4 now allows Metro Vancouver to consider changing the regional land use designation of those lands that have conditional ALR approval for removal from the ALR, responding to an earlier request that 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.

Organization /	Section /	Policy #	Comment / Request	Metro Vancouver Response	Recommended Edit
Township of Langley	E - Goal 3	3.2	That strategy 3.2 be amended to include protection of aquifers and aquifer recharge areas as well as existing tree canopy coverage in aquifer recharge areas.	Action 3.2.7b) iv) states that Member Jurisdictions will: "refer to Map 11 <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: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements"</p>	<p>Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements"</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 adversely 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: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements"</p>	<p>Under Action 3.1.9.c) i), the following change has been made: "c) include policies that: i) protect the integrity of lands with a Conservation and Recreation regional land use designation from activities in adjacent areas by considering wildland interface planning, and introducing measures such as physical buffers or development permit requirements"</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>

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

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

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

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

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City of Delta	E - Goal 3		The issue of dredging is not mentioned in Metro 2050. This is an oversight since a regional approach to dredging should be included due to its importance to the environment and economy. Delta has requested a regional environmental assessment of the Fraser River/Salish Sea to determine the cumulative impacts of development in the area and to develop a sustainable management plan for the Fraser River estuary. Including this issue in Metro 2050 by advocating for additional support from senior levels of government and designating it an issue of regional importance would give it the prominence it deserves.	Metro Vancouver also requested a regional impact assessment for the Fraser River Estuary during the federal regulatory review process in 2017. A sub-action to 3.2.6 has been added to reflect this advocacy role. In addition, Metro Vancouver is in the process of convening a task force to explore the reestablishment of Burrard Inlet Environmental Action Program (BIEAP) and Fraser River Estuary Management Program (FREMP) inter-governmental partnerships that coordinated the environmental management of two significant aquatic ecosystems in the Lower Mainland of British Columbia.	Add a new sub-action for MVRD under 3.2.6 (page 59) to "Advocate to Federal government and the Province to: <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	The report identifies the following areas to provide comment to Metro Vancouver, such as: <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. 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. 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.	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 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 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 FTDA's.	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	<p>Affordable Housing</p> <p>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.</p> <p>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.</p> <p>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.</p>	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 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.	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 connections</u> 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 FTDA's 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 FTDA's 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", known as North Salmon River Uplands and South Fernridge , regional sewer servicing will be permitted subject only to land uses being consistent with the applicable regional land use designation ..."
City of Richmond	F - Implement.		<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's through their respective Regional Context Statement).	Policy 1.2.24 b) iv) is a policy to manage parking supply in Urban Centres and FTDA's 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's 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's 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's 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	<p>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.</p> <p>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.</p>	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	<p>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.</p>	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 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 affordable 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.

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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. (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> <ol style="list-style-type: none"> 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. <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>

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DNV	I - Maps	n/a	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p>	No changes required.
DNV	I - Maps and E - Goal 3	n/a	<p>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).</p> <p>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).</p>	<p>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".</p>	Change to Map 11 - Add "This map does not reflect Regional Land Use Designations".