

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

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

| Organization / | Section / | Policy # | Comment / Request | Metro Vancouver Response | Recommended Edit |
|-------------------|------------|--------------|---|---|---|
| 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 in a way that takes into account geographic and cost of living considerations , and to increase the shelter portion of income assistance to ensure that lower income households and populations experiencing or at risk of homelessness can afford suitable and adequate housing. |
| Lions Bay | E - Goal 4 | n/a | Goal 4: Develop Complete Communities As outlined in Metro 2040 and our OCP, the Village is not anticipated to see significant levels of growth, given that there is a limited supply of land to accommodate new development. Lions Bay is too small to be a complete community in terms of the Metro vision of walkable/transit-orientated centres that provide employment, amenities, or services close by. The Village is largely a community of single family homes. Housing choices also include apartments and town homes in the centre of the Village and above-ground secondary suites scattered throughout the municipality. In the past two years, there has been a significant influx of young families as homes were snapped up in the hot COVID-19 property market, offering city dwellers more living space and easy access to outdoor activities (e.g. trails, beaches, cul de sacs). Ten years ago, secondary suites were legalised to provide rental opportunities and Council is currently considering an incentive to increase the availability of suites for rent. That being said, opportunities for providing different housing forms for those at different stages of their life may be considered, in consultation with the community, and within the context of compatibility with the character of the Village. | Formerly under Goal 4 in Metro 2040, Complete Communities are now covered in Strategy 1.3 (in Metro 2050) and are intended to provide flexibility for communities like Lions Bay. | No changes required. |

Metro 2050 Signatories

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

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

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