

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

Goal 1: Create a Compact Urban Area

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

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

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

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

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

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

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

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

Goal 2: Support a Sustainable Economy

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

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

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

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

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

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

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

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

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

Goal Introduction (page 53)

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

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

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

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

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

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

a) in the building sector,

iii) increasing incentives and financing tools for new low-carbon, zero-emissions, and resilient buildings;

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

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

a) in the building sector,

vi) supporting reductions in embodied emissions of buildings, and the increased use of low-carbon building products;

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

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

b) in the transportation sector,

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

General Comment for Metro Vancouver role:

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

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

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

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

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

Goal 4. Provide Diverse and Affordable Housing Choices

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

Staff comment: Consider incorporating housing continuum language.

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

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

Goal 5: Support Sustainable Transportation Choices

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

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

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

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

Policy 5.2) Metro Vancouver will:

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

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

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

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

General Comment for Goal 5:

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