

### Attachment 3 – Metro 2050 Issue-Response Table – Port Moody Summary

| Plan Section | Plan Policy  | City of Port Moody Comment/Request  | Metro Vancouver Comments/Response to Port Moody   | Metro Vancouver edits made to Metro 2050 Plan  |
|--------------|--------------|---|---|--|
| D            | n/a          | Port Moody Council supports policies to strengthen Urban Containment Boundaries   | Thank you for your comment.   | No changes required.   |
| E - Goal 1   | 1.2.24 (b) x | Consider rewording to make more clear/less awkward.   | Support removing the phrase "and only within 200 m of rapid transit stations, consider residential uses...upper floors." from 1.2.24 b) x) as it is redundant and duplicative of 2.2.9 d) vi).  | Remove the phrase "and only within 200 m of rapid transit stations, consider residential uses...upper floors." from 1.2.24 b) x) and revise so that it reads: "consider, where Urban Centres and Frequent Transit Development Areas overlap with Employment lands, higher density forms and intensification of commercial and light industrial." |
| 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 | No changes required.   |

|            |           |   |   |  |
|------------|-----------|---|---|--|
|            |           |   | would be at their discretion.   |  |
| 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.   |
| E - Goal 1 | Table 3   | 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.   | Add to Table 3 FTDA criteria "A range of multi-family housing form |
| 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.   |
| 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   | No changes required  |

|            |           |   |   |   |
|------------|-----------|---|---|---|
|            |           |   | industrial intensification, which can be found on the Metro Vancouver website (search "industrial lands").  |   |
| 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   |
| E - Goal 2 | 2.2.9 (c) | Define clear categories of what industrial uses are to help assist in this interpretation.  | The Regional Industrial Lands Strategy underwent a rigorous process to define Industrial. These uses, as defined in RILS, are included in the updated definition of Industrial Regional Land Use Designation in Metro 2050 Section D. 2.2.9 c) will be edited to reference that definition. | Revise to read 2.2.9 c) "include policies for Industrial lands that: i) consistently define, support, and protect industrial uses, as defined in Metro 2050, in municipal plans and bylaws, and ensure that non-industrial uses are not permitted." |
| 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   |
| E - Goal 3 | 3.2.1 (b) | Consider separate canopy cover targets for more urbanized/developed areas where canopy cover and access to green space may be inadequate. | The regional tree canopy cover target is intended to apply as a regional average across lands within the Urban Containment Boundary.  | No changes required.  |

|            |               |  |   |                      |
|------------|---------------|--|---|----------------------|
| 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. |
| 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. |
| E - Goal 3 | 3.3.6 (a) vi  | Consider stronger language for this action, e.g. “advocate for legislation to allow local governments to voluntarily set embodied emissions targets for new construction”.   | Note that action 3.3.6 a) vi) in the draft Metro 2050 would support more specific advocacy requests such as the one suggested. The majority of the advocacy actions in 3.3.6 are intentionally broad to support future, and more specific advocacy requests under thematic areas – in this case, the reduction of embodied emissions through legislative and fiscal mechanisms. | No changes required. |

|            |           |   |   |                      |
|------------|-----------|---|---|----------------------|
| E - Goal 3 | 3.3.6 (b) | Consider advocating for zero emissions vehicle sales targets for medium and heavy-duty vehicles to accelerate the ZEV transition in multiple sectors. | Advocacy actions pertaining to zero-emissions vehicle sales targets were deemed out of scope for Metro 2050, but are within scope for Metro Vancouver's Climate 2050 Transportation Roadmap (see Policy 1.1 and 3.2). Also refer to zero-emission vehicle sales targets identified in the Clean BC Roadmap to 2030.   | No changes required. |
| E - Goal 3 | 3.4.1     | Consider the operational and embodied impact of GHG emissions in hazard risk assessments.   | This feedback has been forwarded to multiple Metro Vancouver departments for further consideration. Updates to Action 3.4.1 in Metro 2050 can be considered in the future.  | No change required.  |
| 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 change required.  |

|           |            |  |   |   |
|-----------|------------|--|---|---|
| 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. |
| E- Goal 3 | MV Role    | Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements | Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap. | No change required.   |
| 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  | No changes required.  |

|            |            |  |  |   |
|------------|------------|--|--|---|
|            |            |  | 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   |   |
| 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. |
| E- Goal 3  | MV Role    | Consider advocating to the Province to accelerate mechanical efficiency standards to be more in line with reaching 2030 building sectoral targets and/or enabling legislation for local governments to voluntarily move faster with these requirements | Note that the Clean BC Roadmap to 2030 references an accelerated timeline for establishing equipment efficiency standards in the 'Buildings' section of the document. Also note that this topic area is addressed in Policy 2.1.7 of Metro Vancouver's Clean Air Plan, as well as Policy 1.7 of Metro Vancouver's Climate 2050 Buildings Roadmap | No changes required.  |
| 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. |
| 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   |
| 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. |
| 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. |
| 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  | No changes required. |



|            |             |  |  |                      |
|------------|-------------|--|--|----------------------|
|            |             |  | consistent with the suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives  |                      |
| 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. |
| 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. |
| 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. |
| 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. |
| 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   | No changes required. |

|            |             |   |   |                      |
|------------|-------------|---|---|----------------------|
|            |             |   | suggested revision - i.e. that the Province (and Federal government) support transportation system management initiatives   |                      |
| 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. |
| 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. |
| 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 initiative | No changes required. |
| 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. |
| E - Goal 5 | General     | Consider including new policies that relate to how Metro 2050 will  | Thank you for your comment. Metro Vancouver will  | No changes required. |

|            |           |  |  |                      |
|------------|-----------|--|--|----------------------|
|            |           | address the impact of autonomous vehicles.   | convene stakeholders to discuss possible roles and actions regarding addressing the impact of autonomous vehicles and will seek to amend Metro 2050 if appropriate.  |                      |
| 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. |
|            | 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. |