

Attachment 3
*Metro Vancouver Responses to CNW
Comments*

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Section	Policy #	CNW Comment/Request	Metro Vancouver Response	Revisions to Metro 2050	CNW Staff comments
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.	Staff suggest that the conversation around growth targets is likely to continue (and is being had at the provincial level as well), but that not including targets in the RGS is acceptable at this time.
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	No changes.	

			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.		
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.	
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 comment.	No changes.	
E – Goal 1 & 5	N/A	However, local land use and transportation network context also inform policy decisions around where to specifically focus growth, and the new Major Transit Growth Corridor concept may not capture this nuance. In New Westminster, for example, the SkyTrain line is part of TransLink's Major Transit Network and is designated in the draft RGS as a Major Transit Growth Corridor. The City has tightly defined Frequent Transit Development Areas at station areas, and the Downtown is designated as a Regional City Centre. Significant growth is directed to these areas in our	The Major Transit Growth Corridors are not specific to residential development. They support municipal planning for employment/industrial uses in transit-oriented locations, too. 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	No changes.	The MTGC label may still signal to speculators potential for high density residential growth. The City will need to continue to communicate the City's vision and permissions

		<p>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. 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>are not intended to signal linear development potential along the SkyTrain guideway in areas that are not proximate to stations.</p>		<p>clearly.</p>
<p>E – Goal 1 & 5</p>	<p>N/A</p>	<p>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</p>	<p>Thank you for your comment.</p>	<p>No changes.</p>	

		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.			
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 comment.	No changes.	
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	No changes.	In developing the RCS, staff will explore the potential to contribute to the new regional affordable rental housing target.

			striving for in UC and FTDA's.		
E - Goal 4	N/A	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.	
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.	In developing the RCS, staff will give careful consideration to when and how the City can contribute to actions, and where our jurisdiction ends.
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	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 provide direct, comfortable, all ages and abilities connections to the Regional Greenway	This change addresses the concerns identified by the City.

		mile” connections in the regional plan.		Network, or Major Bikeway Network, transit services and everyday destinations.	
General		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 comment.	No changes.	
General		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 comment.	No changes.	
General		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	Thank you for your comment.	No changes.	

	needed to advance climate, reconciliation and equity extend beyond plan adoption.			
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