

Appendix A: Comments and responses on the Regional Growth Plan “Metro 2050”

Section/ Policy #	Policy / Section Reference	Comments	Metro Vancouver Response	Recommended Edit
E – Goal 1/1.14	<p>[Metro Vancouver will:]</p> <p>1.1.4 Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.</p> <p>1.2.2 Work with member jurisdictions, TransLink, other governments, and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.</p> <p>[TransLink will:]</p> <p>1.2.26 Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.</p>	<p>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.</p> <p>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.</p>	Thank you for your comment.	No changes required.
E – Goal 1/1.2.23	<p>[Metro Vancouver will:]</p> <p>1.2.23 Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.</p>	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.
E - Goal 3/ 3.2.3 (b)	<p>[Metro Vancouver will:]</p> <p>3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:</p> <p>b) identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);</p>	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.
	[Metro Vancouver will:]	Same as above.	Same as above.	Same as above.

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	<p>1.1.5 Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.</p>			
<p>E - Goal 3/ 3.4.2 (a)</p>	<p>[Metro Vancouver will:]</p> <p>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:</p> <p>a) collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;</p>	<p>Same as above.</p>	<p>Same as above.</p>	<p>Same as above.</p>
<p>E – Goal 1/1.3.2</p>	<p>[Metro Vancouver will:]</p> <p>1.3.2 Provide technical advice, assistance, research, and data to member jurisdictions and other agencies to improve air quality, reduce greenhouse gases, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.</p>	<p>White Rock supports the role of the region in providing supports to local government regarding technical matters for which in-house expertise may be limited.</p>	<p>Thank you for your supportive comment.</p>	<p>No changes required.</p>
<p>E - Goal 3/3.2.1 (b) and 3.2.7a)</p>	<p>[Metro Vancouver will:]</p> <p>3.2.1 Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:</p> <p>b) increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.</p> <p>3.2.7 Adopt Regional Context Statements that:</p> <p>a) identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;</p>	<p>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.</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 increase canopy cover in urban areas where people live, to reduce climate changerelated 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>
<p>5</p>	<p>[Member jurisdictions will:]</p> <p>3.3.7 Adopt Regional Context Statements that:</p> <p>a) identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction</p>	<p>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</p>	<p>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</p>	<p>No changes required.</p>

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	target of 45% below 2010 levels by the year 2030 and achieving a carbon neutral region by the year 2050;	is the latter White Rock would look for greater clarity to be incorporated into the policy.	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.	
E - Goal 4/4.1.6	<p>[Metro Vancouver will:]</p> <p>4.1.6 Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.</p>	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.
E - Goal 4/4.2.6	<p>[Metro Vancouver will:]</p> <p>4.2.6 Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options and bringing unoccupied housing into the secondary rental market.</p>	Same as above.	Same as above.	Same as above.