

THE CORPORATION OF THE
CITY OF WHITE ROCK
CORPORATE REPORT



DATE: June 27, 2022

TO: Mayor and Council

FROM: Anne Berry, Director of Planning and Development

SUBJECT: Metro 2050 Regional Growth Strategy – Further Information

RECOMMENDATIONS

THAT Council:

1. Receives the Metro Vancouver Regional 2050 Growth Strategy, titled “Metro 2050 (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022),” for information;
 2. Accepts as presented, the proposed Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) pursuant to section 436 of the *Local Government Act*;
 3. Direct staff to forward the Council resolution of acceptance of Metro 2050 Regional Growth Strategy (Metro Vancouver Regional District Regional Growth Strategy Bylaw No. 1339, 2022) to Metro Vancouver Regional District; and
 4. Direct staff to contact the City of Surrey’s Planning Department and determine a way to work collaboratively on the development of the Semiahmoo Town Centre Plan.
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EXECUTIVE SUMMARY

The purpose of this report is to respond to the statutory request by Metro Vancouver to member local governments for acceptance of the Regional Growth Strategy (“RGS”) and to outline provisions within Metro 2050 that the City of White Rock (the “City”) would like further clarification on.

PREVIOUS COUNCIL DIRECTION

Motion # & Meeting Date	Motion Details
2021-433 November 9, 2021	THAT Council receive the corporate report, titled “Review of Metro Vancouver’s Draft Regional Growth Plan (Metro 2050)” for consideration, and pass the following resolution: “That the report titled Review of Metro Vancouver’s Draft Regional Growth Plan (Metro 2050) containing the City of White Rock’s comments on the July 2021 version of Metro 2050, the draft regional growth strategy,

	be forwarded to the Metro Vancouver Board of Directors for consideration.”
2021 – 478 November 22, 2021	THAT Council direct staff, in regard to item 9.1.a, to bring forward a letter noting the city’s opposition to the proposal in regard to the South Campbell Heights portion. (Council will receive a copy of the letter prior to it being forwarded for their information.)
2022-009 January 10, 2022	THAT Council Receive for information the corporate report dated January 10, 2022, from the Acting Director of Planning Development Services, titled “Metro Vancouver 2040: Shaping our Future Land Use Designation Amendment Request from the City of Surrey - South Campbell Heights. Report”; and
June 13, 2022	<p>THAT Council direct staff to review the following concerns noted and bring forward a further corporate report exploring non-acceptance of the Metro 2050 Regional Growth Strategy:</p> <ol style="list-style-type: none"> 1. Policy: 1.1.5, in terms of mitigating environmental risks (concern with the approval of Campbell Heights development and the impact of that on the Little Campbell River - must be consideration of downstream communities) 2. Policy: 1.2.2, would like to see member jurisdictions be included (example: transportation - TransLink should be involved to ensure better transit services to accommodate change) 3. Policy: 323, ensure there is collaboration with municipalities and Semiahmoo First Nation (SFN) (example: Campbell Heights development approval and impact of that on the Little Campbell River) 4. Policy: 4.1.6, Semiahmoo Town Centre proposal within the City of Surrey (there was no collaboration with White Rock, due to size and potential impact other stakeholders needed to be brought to the table).

INTRODUCTION/BACKGROUND

On April 26, 2019, the Metro Vancouver Regional District Board (the "MVRD Board") passed a resolution to initiate an update to Metro 2040. As part of that process, Metro Vancouver staff implemented an Engagement Plan, including eleven themed policy reviews to identify opportunities to enhance policies and identify and address policy gaps. Between January and May of 2021, Metro Vancouver staff worked with staff from member jurisdictions, First Nations, and other regional stakeholders through the Metro 2050 Intergovernmental Advisory Committee ("IAC"). Drafts of each goal area were presented to the Metro Vancouver Regional Planning Committee ("RPC") and the MVRD Board between March and May 2021.

The complete draft of Metro 2050 was provided to the RPC and the MVRD Board in June 2021 with a recommendation to commence a comment period for member jurisdictions, First Nations, and other regional stakeholders. The public was also invited to review and provide comments on the draft through the Metro 2050 webpage of the Metro Vancouver website and was able to submit comments by email or through an online comment form. Videos providing an overview

of Metro 2050 were released and promoted over social media, and Metro Vancouver staff also hosted a public webinar in the Fall of 2021.

During the summer and early fall of 2021, Metro Vancouver staff convened a series of working group sessions for Metro 2050 IAC members focused on specific topic areas of Metro 2050. The objective of the sessions was to provide information and discuss concerns to support the preparation of formal comments. The working group topics included: Major Transit Growth Corridors, affordable housing targets, updated Urban Centre framework and permitting residential within employment areas near rapid transit stations. White Rock staff participated in these working groups and provided feedback. The complete draft of the updated RGS, Metro 2050, was provided to the RPC and the MVRD Board in June 2021, with a recommendation to commence a comment period for member jurisdictions, First Nations, and other regional stakeholders.

On October 4, 2021, Metro hosted a digital open house to let White Rock residents learn more about Metro 2050 and ask Metro staff questions. Following the open house, Metro staff attended a meeting of Council to present the regional growth strategy. City staff reviewed Metro 2050 to identify topics and policy directives that may affect land use and development activities in White Rock and presented these comments to Council at the November 9, 2021, meeting for endorsement or revision. Council resolved to send the comments to Metro Vancouver staff for review. A summary of the comments received from Metro Vancouver in response to the City of White Rocks comments is appended to this report in Attachment A and were also included in the June 13th, 2022 report to Council. Metro is now looking for a resolution of support from its members. Local governments must accept the regional growth strategy through a council resolution submitted to Metro Vancouver within 60 days of receipt of notice (received May 3, 2022). The Local Government Act affirms that if an affected local government fails to act within the period for acceptance, it is deemed to have accepted the regional growth strategy.

Metro 2050 Adjusted Goal Framework

Metro 2050 reinforces and enhances existing policy directions and responds to new and emerging policy issues with new content in the following areas:

- Actions to reduce greenhouse gas ("GHG") have been integrated across the five goal areas;
- Support for affordable housing to respond to the ongoing housing affordability crisis in the Metro Vancouver region;
- Social equity outcomes integrated throughout and noted as an objective of the strategy;
- Major Transit Growth Corridors Overlay - these corridors will serve as the as the organizing framework for transit-oriented growth in the region, working together and in support of Urban Centres and TransLink's Major Transit Network;
- Trade-Oriented Overlay - this new overlay would identify industrial lands that are intended to support goods movement in, out and through the Metro Vancouver region;
- Allowance of residential uses in the Mixed Employment Designation within 200 metres of rapid transit stations; and
- Sub-regional Growth Projections - a new "sub-regional" approach to growth projections has been introduced; the region has been divided into six subregions.

The Metro 2050 goals framework has been adjusted to focus more on diverse and affordable housing policies. In Metro 2040, these housing policies were discussed under "Goal 4 Develop

Complete Communities.” In Metro 2050, the housing policies are now stand-alone goal: "Goal 4 Provide Diverse and Affordable Housing Choices." The remaining policies related to complete communities under Metro 2040 Goal 4 have moved into "Goal 1 Create a Compact Urban Area." The table below provides a comparison of the Metro 2050 and Metro 2040 Goals.

Metro 2040 Goals Framework		Metro 2050 Goals Framework	
Goal 1	Create a Compact Urban Area	Goal 1	Create a Compact Urban Area
Goal 2	Support a Sustainable Economy	Goal 2	Support a Sustainable Economy
Goal 3	Protect the Environment and Respond to Climate Change Impacts	Goal 3	Protect the Environment and Respond to Climate Change and Natural Hazards
Goal 4	Develop Complete Communities	Goal 4	Provide Diverse and Affordable Housing Choices
Goal 5	Support Sustainable Transportation Choices	Goal 5	Support Sustainable Transportation Choices

Objection to Provisions in Metro 2050

If an affected local government does not accept the RGS, it must indicate by way of a resolution within the 60-day period:

- (a) the provision(s) to which it objects;
- (b) the reasons for its objection; and
- (c) whether it is willing that a provision to which it objects be included in the RGS on the basis that the provision will not apply to its jurisdiction.

As referenced at the June 13, 2022, Council meeting, Council has identified several concerns with accepting Metro 2050. Below is a comparison table of the areas of concern of Council regarding certain Metro 2050 polices compared to the existing to Metro 2040.

Metro 2050	Metro 2040	Description of Change
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.	n/a	Key resiliency action to help avoid infrastructure investments in hazardous locations.
1.2.2 Work with member jurisdictions, TransLink, other governments, and agencies to support the development and delivery of effective regional	1.2.2 Work with municipalities, TransLink, other governments, and agencies to support the development and delivery of effective regional	Replace “municipalities” with “member jurisdictions.”

transportation networks and services that support the growth and development of Urban Centers, Frequent Transit Development Areas.	transportation networks and services that support the growth and development of Urban Centers and Frequent Transit Development Areas.	
<p>3.2.3</p> <p>b) 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>	<p>3.2.2 Manage Metro Vancouver assets and collaborate with municipalities and other agencies to:</p> <p>a) protect, enhance and restore ecologically important systems, features and corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features, as conceptually shown on the Natural Features and Land Cover map (Map 10);</p> <p>b) incorporate into land use decision-making and land management practices planning tools, incentives, green technologies and infrastructure that support ecological innovation, minimize negative impacts on ecologically important features and maximize ecosystem function through restoration.</p>	<p>Replaced Metro 2040 Map 10 ‘Natural Features and Land Cover’ with the Sensitive Ecosystem Inventory from 2014.</p> <p>Added cross reference to natural hazard mapping, regional green infrastructure network collaboration and associated guideline development.</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>		<p>New policy - Housing Needs Reports, now required for local governments in B.C., are the basis of housing strategies or action plans. This policy advocates for new funding to support local housing strategies or action plans to ensure that they are updated in line with housing needs reports and the latest housing conditions and data.</p>

Objection to Policy 1.1.5

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.

Rationale for Objection

1. In terms of mitigating environmental risks (concern with the approval of Campbell Heights development and the impact of that on the Little Campbell River - must be consideration of downstream communities).

Themes of Metro 2050 that relate to Policy 1.1.5

Climate Action Through Reduction of Greenhouse Gas Emissions

Actions to reduce GHG emissions have been integrated across the five goal areas. Goal 1 includes supportive policies to limit development outside the Urban Containment Boundary and outside Urban Centres and Major Transit Growth Corridors. Goal 3 includes new GHG monitoring actions for Metro Vancouver and member jurisdictions to demonstrate how they will contribute to the regional carbon neutrality target by 2050. These Metro 2050 policies are complementary to the City's work on any climate related initiatives.

Climate Change and Natural Hazard Resiliency

In recognition of the multiple natural hazards and climate change impacts the region is exposed to, Metro 2050 contains a greater emphasis on adaptation actions such as encouraging the adoption of local flood hazard policies, discouraging new development in areas with known and unmitigated hazards, and an action for Metro Vancouver to lead the preparation of a multi-hazard risk assessment and map.

Metro Vancouver Response to Council's Concerns

Metro Vancouver and White Rock understand that decisions that happen upstream, in a different part of the region, can have negative consequences for others downstream. Regional Planning can help address this challenge. Through the development of Metro 2050, Metro Vancouver recognized the needed stronger consideration of the cascading impacts of climate change, especially concerning job sprawl and the pressure to develop greenfield lands for industry. In light of this, a new policy was added – to support our regional resilience.

Policy 1.1.5 of Metro 2050 is a new policy to enable Metro Vancouver to consider natural and climate-related hazards better when considering sewer infrastructure expansion. This is a new policy requested by Metro Vancouver Liquid Waste Services. This new policy aims to proactively work to recognize and mitigate environmental risks before infrastructure is built. The goal is for the regional federation to avoid costly repairs to infrastructure and avoid putting natural assets – like rivers, aquifers, and streams – in harm's way.

Objection to Policy 1.2.2

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.

Rationale for Objection

1. Council would like to see member jurisdictions be included (example: transportation - TransLink should be involved to ensure better transit services to accommodate change).

Themes of Metro 2050 that relate to Policy 1.2.2

Mixed Employment Designation and Residential Uses at Transit Stations

Metro 2050 proposes changes to the Mixed Employment Designation to include a provision for added flexibility for areas near rapid rail transit stations. The current Regional Mixed Employment Designation in Metro 2040 does not permit residential uses. The proposal in Metro 2050 is to allow residential uses on upper floors of higher density buildings within 200 metres of SkyTrain stations within areas designated as Mixed Employment. Commercial and light industrial uses are to be located on the ground or lower floors. Residential uses are intended to support other regional growth strategy objectives regarding providing affordable rental housing near transit.

Major Transit Growth Corridors Overlay

A new Major Transit Growth Corridor ("MTGC") Overlay has been introduced in Metro 2050. This layer identifies locations where regionally significant growth is anticipated that aligns with some of the planned major transit investments. This supports member jurisdictions in determining where, how, and when growth and development density is distributed, including improved transit-oriented housing choices, while also supporting the regional need for greater coordination of growth and services. This approach supports the work to integrate Metro 2050 and Transport 2050 planning further.

Metro Vancouver Response to Council's Concerns

Policy 1.2.2 of Metro 2050 is an action for Metro Vancouver to work with partners (including member jurisdictions, TransLink, and others) to expand transportation services that support the development of Urban Centers and Frequent Transit Development Areas ("FTDAs"). This is a continuation of existing regional policy; the wording is identical to that in Metro 2040, except that the word "municipalities" was replaced with "member jurisdictions." White Rock is correct, and member jurisdictions should be involved in developing and delivering better transportation services. TransLink has committed to transit service improvements on the Major Transit Network, which connects nearly all Urban Centres and FTDAs in the region, including Semiahmoo Municipal Town Centre.

Objection to Policy 3.2.3

3.2.3 Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to: identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in

Rationale for Objection

1. Council wants to ensure there is collaboration with municipalities and Semiahmoo First Nation ("SFN") (example: Campbell Heights development approval and impact of that on the Little Campbell River)

On November 22, 2021, Council expressed its opposition to the amendment Metro 2040 to expand the Urban Containment Boundary ("UCB") noting concern for the potential contamination of or adverse impacts to groundwater and aquifers nearby White Rock.

The amendment proposes to redesignate a total of 228.4 hectares, outside the UCB, from Rural to Mixed Employment (160.8 ha.), and to Conservation and Recreation (55.5 ha) and to Agricultural (12.1 ha.). The UCB would need to be extended to permit regional and municipal services to the properties.

The Regional Planning Committee members expressed support for increasing employment lands in the region and noted the site's location relative to the movement of goods; easy access to Highway 99 etc. The Committee also acknowledged additional protection afforded to the Little

Campbell River by redesignating 55+ hectares of land to Conservation/Recreation in Metro 2040 RGS. Council offered the following comments for the board's consideration:

1. The Amendment, as proposed, will result in the premature development of southeast Surrey. At best this is leap frogging the current development pattern. At worst, it constitutes urban sprawl which is contrary to the objectives in Metro 2040 RGS.
2. The Amendment, as proposed, will require the extension of regional services into southeast Surrey. Regional planning projections and analysis demonstrates there is sufficient land within the UCB to accommodate future growth, including industrial growth, for the coming decades.
3. The Amendment will require significant upgrading of roads, particularly south of 16 Avenue. And there will be pressure to increase and expand transit service beyond what is contemplated in the TransLink Investment Plan. This creates challenges from a transit service design and fare recovery perspective, especially as South Campbell Heights is in a relatively isolated outlying location with limited street connectivity.
4. There is no need to extend the UCB as there may be sites closer to central Surrey within the UCB better able to accommodate industrial jobs.
5. The environmental impacts resulting from the development of South Campbell Heights are unknown. These need to be identified before the lands are designated industrial, mixed employment or otherwise. The proposed designation of 55.52 hectares to Conservation and Recreation provides no comfort against the potentially devastating impact to groundwater resulting from the industrial development of South Campbell Heights.

White Rock recommended that Bylaw 1328, 2021 be defeated. The amendment was approved by the MVRD Board and despite the surrounding community's objections.

The City of White Rock sources its water from the Sunnyside Aquifer. The recently approved Surrey development area is not located above the Sunnyside Aquifer, but adjacent aquifers such as Aquifer #54 covered by the approved development area may have some influence on our Aquifer. Additionally, some areas of Surrey development do occur above the Sunnyside Aquifer. In order to better understand potential long term implications staff will contact staff at the City of Surrey to establish ongoing dialogue to discuss their development stormwater standards, particularly related to infiltration and subsequently update Council.

Metro Vancouver Response to Council's Concerns

The South Campbell Heights amendment was an amendment under the existing regional growth strategy (Metro 2040). Because the MVRD Board passed the South Campbell Heights amendment before first reading of Metro 2050, it is now considered regional policy regardless of whether Metro 2050 is adopted. Metro 2050 is an update to the existing regional growth strategy. The adoption of Metro 2050 does not impact the South Campbell Heights decision. If MVRD Board, or an affected local government, refuses to accept Metro 2050 – the South Campbell Heights amendment will be unchanged.

Policy 3.2.3 outlines how Metro Vancouver would manage its assets to support ecosystem health. Examples of a Metro Vancouver asset could be a regional park, a regional trunk sewer, a liquid waste treatment facility, or a watershed. For the first time, Metro 2050 commits Metro Vancouver to collaborate with First Nations to manage these assets.

3.2.3b) is specifically about how some ecosystems may be at risk of climate change or other natural hazards. Metro Vancouver commits to identifying those at-risk ecosystems through a

forthcoming mapping project called the Regional Risk and Vulnerability Analysis. Member jurisdictions and First Nations will be invited to participate in that project. In the case of the South Campbell Heights Metro 2040 amendment, relevant Metro Vancouver departments had the opportunity to comment on that amendment and its potential impacts on Metro Vancouver assets. Those comments were included in the staff reports to the MVRD Board. While some comments did indicate potential negative impacts to Metro Vancouver assets, the MVRD Board approved the amendment within its powers.

Objection to policy 4.1.6

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.

Rationale for Objection

2. There was no collaboration with White Rock, due to size and potential impact other stakeholders needed to be brought to the table.

Themes of Metro 2050 that relate to Policy 4.1.6

Promoting and Supporting Affordable Housing

Metro 2050 contains a Goal and three new strategies dedicated to housing policies to respond to the ongoing housing affordability crisis in the region. These policy actions emphasize: the need to expand the supply of transit-oriented, affordable rental housing; the expansion of housing supply to meet a variety of needs; protecting renters; and providing options for people experiencing or at risk of homelessness and people with very low incomes. There are also multiple new advocacy actions calling on senior levels of government to fund and legislate new measures enabling local governments to take stronger action on housing.

The third strategy, to expand and retain rental housing supply, includes a regional target of achieving 15% affordable rental housing in Urban Centres and Frequent Transit Development Areas. Municipalities will be required to indicate how, within their local context, they will work towards the regional target.

Currently the City is working towards developing an Affordable Strategy with the Housing Advisory Committee, which will focus on purpose-built market and non-market rental housing in White Rock.

The City has also recently completed a Housing Needs Report to help establish the need for various housing and unit types. The Housing Needs Report helps the City to understand current and future housing needs and informs future planning work. The Housing Needs Report focuses on key issues and populations, including affordable housing, rental housing, special needs housing, housing for seniors and housing for families.

Metro Vancouver Response to Council's Concerns

Policy 4.1.6 is an advocacy action for Metro Vancouver to advocate to the provincial government for funding to support the development of housing strategies or action plans.

Other Areas of Concern

1. Semiahmoo Town Centre proposal within the City of Surrey (there was no collaboration with White Rock, due to size and potential impact other stakeholders needed to be brought to the table).

All Urban Centres and FTDAs are unchanged from Metro 2040; the adoption of Metro 2050 will not change Semiahmoo Town Centre. Metro 2050 does not preclude or impact any collaboration

between Surrey and White Rock on the planning for Semiahmoo Municipal Town Centre. Metro Vancouver Regional Planning is available to support inter-municipal coordination, to act as a convenor, and to provide planning services on-request. Metro 2050 includes a new policy (Metro 2050 1.2.24 (f):

For Member Jurisdictions to coordinate with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for the long-term planning of corridors that run through or along two or more adjacent regional district.

This is a new policy in recognition that there is a heightened need for collaboration between municipalities and First Nations. Metro Vancouver Regional Planning would be pleased to support dialogue and collaboration between the Cities of Surrey and White Rock on the planning of the Semiahmoo Municipal Town Centre which crosses the municipal boundary. However, this support would only be provided on-request.

2. Commitment to improve Transit in White Rock is important.

1.2.26 and 5.1.15 of Metro 2050 include policy for TransLink to improve transit service in locations including White Rock:

Strategy 1.2 Focus growth in Urban Centres and Frequent Transit Development Areas

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.

Strategy 5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

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

a) prepare and implement strategic transportation plans that support focused growth in Urban Centres and Frequent Transit Development Areas, while avoiding known unmitigated flood and other natural hazard risk areas;

b) provide Metro Vancouver with adequate opportunity to provide input into TransLink's strategic planning and decision-making processes that would affect the achievement of the objectives and priorities set out in Action 5.1.2;

c) establish and monitor performance measures and / or targets that support: an increased share of trips made by transit, shared mobility, zero-emission vehicles, cycling, walking, and rolling; and the associated reductions in air emissions from on-road transportation sources;

d) prepare and implement regional transportation system and demand management strategies, such as: ridesharing programs, transportation user-based pricing, and regulation for ride-hailing services and other emerging mobility technologies;

e) support the development of safe and comfortable cycling networks, including both the Regional Cycling Network and local infrastructure, serving Urban Centres, Frequent Transit Development Areas, and other areas of high potential for utility and/or recreational cycling;

- f) work with the Province, the Integrated Partnership for Regional Emergency Management, and member jurisdictions to evaluate the potential impacts of climate change and known unmitigated natural hazards on rapid transit alignments, station locations, and associated transportation infrastructure;*
- g) explore methods to support affordable housing through existing and future revenue sources, such as: continuing the reduction or waiver of the TransLink Development Cost Charge on certain types of not-for-profit rental housing; seeking partnership opportunities with the Province and others to support delivering affordable housing; seeking commitments on the development of affordable housing policies and targets in partnership agreements required for major transportation projects; and considering the impacts of proposed projects on affordable housing when evaluating future rapid transit investments;*
- h) continue developing active transportation, micromobility, and transit networks as a means to create redundancy in low-cost, low-emission travel options;*
- i) work with the Province, member jurisdictions, and others to implement both the Regional Greenway Network and the Major Bikeway Network, as identified in Map 10; and*
- j) continue to identify viable new opportunities to create and improve transit, active transportation, and micro-mobility linkages to and within First Nations communities.*

3. Would like for it be necessary for there to be collaboration between municipalities (example: Surrey and White Rock - Large Semiahmoo Project that will impact White Rock / stakeholders should be at the table)

Metro 2050 includes a new policy (Metro 2050 1.2.24 f) for Member Jurisdictions to coordinate with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for the long-term planning of corridors that run through or along two or more adjacent regional district.

Member Jurisdictions will: 1.2.24 Adopt Regional Context Statements that:

- f) consider long-term growth and transportation planning coordination with adjacent municipalities, First Nations, TransLink, and Metro Vancouver for transit corridors that run through or along two or more adjacent jurisdictions.*

This is a new policy in recognition that there is a heightened need for collaboration between municipalities and First Nations.

LEGAL IMPLICATIONS

Part 13 of the *Local Government Act* establishes the legal framework for the preparation, scope (contents), and implementation of “regional growth strategies.” The Act requires that affected local governments accept the regional growth strategy through a resolution, prior to third reading and adoption of the bylaw. The City will eventually be required to update the “Regional Context Statement” included in its Official Community Plan (OCP) once Metro 2050 is adopted. Note that Section 446 of the *Local Government Act* requires that municipalities update their regional context statement, through OCP amendment, within two years of adopting the regional strategy.

COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS

Over the past two years, Metro has undertaken a series of community engagement events to solicit feedback on draft versions of Metro 2050. The project webpage for this undertaking (Metro 2050) includes a detailed breakdown of the engagement work undertaken. In addition, on October 4, 2021, Metro hosted a digital open house to enable White Rock residents to learn more about Metro 2050 and ask questions of Metro staff.

CLIMATE CHANGE IMPLICATIONS

Strategy 3.4 within Metro 2050 includes a series of policy directives to combat the causes of, and impacts resulting from, climate change. Staff believe that Metro Vancouver will serve as an essential resource in assisting local governments in evaluating natural hazards that may become more prevalent due to climate change (e.g., sea-level rise, slope instability, etc.). Furthermore, the strategies within Metro 2050 recognize the role that the region can play in advocating the province and federal governments for improved legislation and guidelines that will aid in matters such as flood hazard management, improved building codes and standards, modernized emergency preparedness, and funding to assist local governments in planning for climate change impacts.

IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT

Several strategies and policy directives within Metro 2050 encourage an increase in the overall tree canopy within the region. While staff support such directives, consideration should be given to the unique composition of each local government as the capacity to support increases to the canopy are partly dependent on the availability of lands to support tree planting. It may be unrealistic to think that White Rock, for example, will be able to increase the proportion of its tree canopy to the same degree as less urban jurisdictions such as the Township of Langley and Electoral District A. Staff noted this in the comments sent to Metro Vancouver. However, staff do believe that there is merit to setting regional-level goals for tree canopy increase.

ALIGNMENT WITH STRATEGIC PRIORITIES

The over-arching objectives of Metro 2050 are aligned with many of Council's strategic priorities and efforts to provide White Rock citizens with a high quality of life. These include policy directives focused on nurturing the environment, efforts to protect humans from natural hazards, measures to promote transit use, and initiatives to help address climate change. Throughout Metro 2050, the regional district also recognizes their role in advocating to higher levels of government for support, particularly as they relate to legislative controls, funding, and technical resources. Council may wish to leverage these supports due to resourcing limitations inevitable in a smaller jurisdiction.

OPTIONS / RISKS / ALTERNATIVES

The following alternate option is available to Council:

1. Direct staff to inform Metro Vancouver that the City of White Rock does not support Metro2050. If an affected local government does not accept the regional growth strategy, it must indicate by way of a resolution within the sixty (60) day period:
 - a) the provision(s) to which it objects,
 - b) the reasons for its objection, and

- c) whether it is willing that a provision to which it objects to be included in the regional growth strategy on the basis that the provision will not apply to its jurisdiction.

CONCLUSION

The purpose of this report is to respond to the statutory request by Metro Vancouver to member local governments for acceptance of the Regional Growth Strategy (“RGS”) and to outline provisions within Metro 2050 that Council sought further clarification on. It is staff’s view that the concerns of Council will be alleviated based on the information provided in this report. Staff encourages on going communication with both Metro Vancouver and the City of Surrey as future development plans are implemented in the surrounding area. Staff recommend that Council accept Metro 2050 and direct staff to forward a resolution of acceptance to Metro Vancouver.

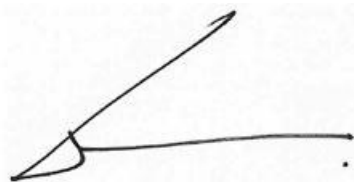
Respectfully submitted,



Anne Berry
Director, Planning and Development Services

Comments from the Chief Administrative Officer

I concur with the recommendations of this corporate report.



Guillermo Ferrero
Chief Administrative Officer

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