

Present:

Chairperson – Councillor Hepner
Councillor Villeneuve
Councillor Steele
Councillor Gill
Councillor Rasode
Councillor Bose
Councillor Hunt
Councillor Hepner

Absent:

Councillor Martin

Staff Present:

City Manager
City Clerk
Deputy City Manager
General Manager, Planning & Development
City Solicitor
General Manager, Engineering
General Manager, Finance & Technology
General Manager, Parks, Recreation & Culture
General Manager, Human Resources

A. DELEGATIONS

1. **Johnny Carline, CAO, Metro Vancouver**
Chris DeMarco, Regional Development Division Manager, Metro Vancouver
Terry Hoff, Regional Planner, Metro Vancouver
2030 Regional Growth Strategy
File: 0450-01; 0550-20-10

Johnny Carline, Chief Administrative Officer, Chris DeMarco, Regional Development Division Manager, and Terry Hoff, Regional Planner, of Metro Vancouver ('MV') were in attendance before Council to make a presentation with respect to the 2030 Regional Growth Strategy.

Following are comments provided during the presentation:

- MV is in attendance to have a more detailed conversation regarding the proposed Regional Growth Strategy ('RGS') and the effect the RGS will have on Surrey, and also to discuss Surrey's reaction to the RGS.
- MV has been involved in intensive sessions with the public, and has also held sessions with focused groups. MV is aware that there are still a number of issues still to be addressed, therefore we are going through a process of meeting with Councils within the Region and trying to identify the issues with the hope of reaching resolution on the issues. MV will then come back in the Fall with a new version of the RGS that would be closer to getting consensus support.
- This presentation will focus on the implementation strategy as MV has made a major move on the implementation since last year's version and the version of February 2009. MV has received Surrey's feedback comments and will be responding to the comments in this presentation.
- MV's vision for a sustainable region is "An unshakeable commitment to the well-being of current and future generations and the health of our planet, in everything we do." MV is coming from a regional point of view and that may differ at times with a local government, hopefully both points of view merge in this view of the future.
- The draft RGS goals are similar to those in the current RGS with the exception that there is more implicit recognition of the economy. The

goals are: create a compact urban area; support a sustainable economy; protect the region's natural assets; develop complete and resilient communities; support sustainable transportation choices.

- A series of maps and the implementation strategy were reviewed. The first concept of the plan is dividing the region into an urban area (urban footprint) and the rest would be a containment band which would be the inside edge of the green zone as indicated in the urban containment boundary map. This is an important commitment to try and contain sprawl.
- Within the urban area MV has tried to structure growth around city centers and connect the city centers with transportation corridors. MV encourages higher density along the transportation corridors all in the symbiotic relationship between land use and transportation, where the more dense of both residential and employment generation helps the economy of transit and the supply of high capacity transit and helps that kind of urban form and land use.
- MV has implemented the industrial strategy once again, as there was a great concern in the region that industrial jobs were disappearing and the capacity for industrial development was disappearing, these types of industries are important to support our role as an international port gateway, and also to support ourselves as a growing major city.
- The non-urban lands are the combined agricultural lands, recreation and conservation lands, and rural lands. They are divided into 3 as they required 3 different types of policies. MV has mapped out Surrey in a conceptual form and hopes to have further dialogue with staff to ensure that designation is appropriate.
- There were five issues identified by Surrey they were: level and scope of regional oversight; industrial land policy; frequent transit development corridor concept; rural areas; and the relationship between land use policy and municipal finance.
- Regarding level and scope of regional oversight – the issues were: increased municipal content in regional context statements; parcel based land use mapping; and scope of regional control in land use decision amendment process. The legislation that the MV works under currently allows for two amending processes. Our new RGS as of February proposes a third amending process.
- The 1st process requires unanimous consent from all participating municipalities. This also applies to any changes within the RGS which cause the plan to be frozen in time and no one amended the plan until that requirement was changed. Any plan with that level of rigidity requires much vagueness to allow operation within it. Vagueness however backfires and requires clarity as to who does what and what the policies are, it makes it difficult to decide as to whether one is keeping with the plan or not. In keeping with the legislation our proposal has this requirement only applying to the adoption of the plan as a whole. If there is any municipality that does not consent to the plan and it cannot be resolved that we will have to go to a dispute resolution process. MV has eliminated the major amendment process from our plan in this current proposal.
- The 2nd process provides for minor amendments via initiation by the effected municipality, and the amendment would require a 2/3 weighted

vote at the Board after a public hearing. Minor plan amendments apply to: urban containment boundary; conservation/recreation area; agricultural area; rural area; and/or, the addition or deletion of an urban centre. MV is considering that where there are amendments that are approved by the Agricultural Land Commission and the Municipality the amendment may not require 2/3 weighted vote.

- The 3rd process was introduced in the February RGS draft. The designations that MV put on the map in the regional plan are still conceptual and get their legal form by the municipalities establishing them in the regional context statement. MV has outlined the intent of the policies in the draft RGS, however the precise policies applied on the ground would again be those interpreted by the municipalities in their regional context statements. This is a big shift that MV brought in at the end of last year and the February draft was to turn over to the municipalities for the definition of the boundaries and the precise definitions of the policies of the general urban areas, the industrial areas, the industrial/commercial areas, the urban centers and the frequent transit corridors. The municipalities would define the boundaries and would have their own interpretation of the policies, and then put them in the regional context statement. The region would have the responsibility by a simple straight majority vote of accepting or not. If Surrey came forward with its definition of its interpretation of the proposed RGS in its regional context statement, (such as defining boundaries and precise interpretation of the policies) it would be up to the board to accept or reject, depending on how consistent that would be with the regional plan. This process allows each municipality considerable flexibility to interpret the different policies in their local context but recognizes the fundamental drivers of the policies behind that.
- In the draft RGS plan there are no frequent transit development corridors on the map, MV has put on the map their understanding of what TransLink is proposing as their frequent transit network, the frequent transit network is not the same as the transit development corridors.
- MV believes that there is an interest on both the municipalities and TransLink to have some process of agreement. Therefore a municipality would not designate something to be a development corridor unless it could be assured by TransLink that there was in fact going to be adequate transit to serve it, and, similarly TransLink would not be expected to supply that level of service unless there was some reason of assurance that the municipality was in fact going to develop the corridor up to the standards required to support that service. MV is hoping to find some process within the plan that would recognize that frequent development corridors are something that are determined as a result of the coming together of municipality planning process and TransLink planning process. Conceptually, MV is talking about a need for a Regional Frequent Transit Network and a regional system of corridors, consistent with a process that assures that transit is where the development corridors are and development is where the transit corridors are, then that would meet the regional objective.
- On the industrial lands policy, MV understands that Surrey's concern is that if the RGS applied an industrial land policy that it would lock-in low order industrial/employment uses on designed industrial lands and it was

suggested that RGS should allow more flexibility to accommodate higher density business uses but not retail. MV is questioning the kinds of industries, and whether the concern is with the backup lands to port activities or the lands that provide those precisely low order industrial activities. The RGS does need to protect lands from higher order market use, and MV fully understands the attractiveness of allowing other types of employment uses, as it provides for more employment and more activity in the area. Leaving flexibility in the plan eventually leads to the erosion of industrial uses and disbursed with the higher order employment outside of town centers and corridors and into industrial lands.

- Ports are buying agricultural lands because it is lower down on the market order rather than that which is high up on the market. Surrey is not an area that has encourages office and retail space to be in industrial areas, Surrey has maintained its industrial areas. Metro Vancouver as a whole region is losing industrial land to those other uses and this could hurt economically, on the roads in terms of congestion, and in many different ways. It is not just the protection of industrial lands it's the implication of what is replacing it (ie. Distribution of office floor space growth).
- To adhere to the principles that were in the livable region strategic plan we have directed all the transit related office space that we could to either the downtowns or the town centre and constrained it from getting away from the areas served by transit. Yet if you look at the 16 years of growth from 1992 to 2006 you will find that 40% went to the metro core, and only 11% went to the town centres, and half of the office floor space growth went out of the centres.
- All the out of centre employment generates traffic that can't be served by transit. In a review of a transit centre modal split there is a massive diversion onto transit; a great reduction in congestion; an improvement in transits financial woes; less dependency on property taxes to subsidize transit; and, a better performance on climate change, which are all major objectives of the plan.
- MV is requesting to meet with Surrey's staff to ensure that the plan is clear, and open discussion regarding designations and ensuring that there is a business case for designations, such as office employment outside of transit corridors.
- The implementation strategy allows two years to come up with regional context statement, if in those two years you find there are particular areas that you think the industrial designation is too restrictive for various reason you have your opportunity to make your case in the regional context statement.
- Regarding growth and the transit concept, Surrey has noted an issue that the development expectation along transit corridors should relate to the local context, MV agrees. Regarding the RGS transit network concept, Surrey requested a finer grid and increased services, MV agrees however notes that it is up to TransLink to decide and this item will not be in the plan.
- The last Surrey issue was that the land use commitment must be accompanied by Transit Service Commitment and MV agrees. MVs intent is to find some collaborative growth strategy to support the future transit services and vis-a-versa, therefore we will be looking for a process where we describe in it concept if only in words or we put it on the map and

clearly establish it as concept only and the actual designation of the frequent transit network and the development corridors will be the result of a joint municipal/TransLink process that we would ratify in your regional context statement.

- Regarding the rural land strategy, Surrey's issue was the limiting reasonable development options. MV clarified that the lands outside the urban containment boundary, provided they are not urban expansion, then the local municipality can interpret the rural land use strategy in keeping with the City's ambitions. The RGS does not specify the land use densities or any prescriptive approach to what that is, it's just the basic concept that it's not urban (a rule of thumb might be that if the development is dense enough to require sewer then it is too dense).
- Regarding municipal financial consideration, Surrey issues were that RGS does not include regional finance/revenue strategy to complement land strategy and does not address sub regional imbalance in land assessment and job distribution. The RGS does in fact anticipate increasing sub regional balance in jobs following in population growth, the real point here is the financial one both the imbalance in assessment and the whole business that underlies the concern of municipalities like Surrey when you're asked to protect industrial strategy when other municipalities have already allowed their industrial areas to go to a higher assessment base, and it is similar to other municipalities that have asked to protect their agriculture areas when they are wanting to expand their tax base onto agricultural areas. In 2001 we brought forward a report that actually suggested exploring a tax redistribution scheme to address those types of issues. We have put back into this plan the idea that we would address and explore financial mechanisms, but as staff we cannot lead that very far. If City Councils are interested, then those municipalities need to press those issues at a regional level.

B. ITEMS REFERRED BY COUNCIL

C. CORPORATE REPORTS

D. DELEGATION REQUESTS

E. COUNCILLORS' REPORTS

1. Councillor Hepner made a presentation with respect to the Waste to Energy Education Tour that was recently held in Sweden.
File: 5280-11; 0550-20-10

Following are comments made during the presentation:

- Why Sweden? Sweden was highly oil dependent in the 1970s. Since then, fossil fuel dependence for heating and electricity has decreased by 90%. Ministry of Environment's stated objective is to eliminate Sweden's dependency on fossil fuels (for energy in the built environment) by 2020.

- The SymbioCity presentation was mentioned and it was noted that the challenge is not a shortage of energy, but a surplus of inefficiency.
- There were 6 elected representatives, 5 government staff, 1 academic, 1 consultant and 1 corporate CEO in attendance on the education tour.
- During the 5-day tour the representatives reviewed: 21 lecture presentations; 2 sustainable neighborhoods; 2 recycling collection facilities; 1 advanced (pneumatic) waste collection facility; a steel plant and a heat exchanger manufacturing plant; 3 visits with elected representatives; 2 biogas plants and 2 biogas bus re-fueling facilities; 1 biomass plant; 2 waste-to-energy plants; 1 district cooling plant; and 2 landfills.
- There was a review of the photographs taken during the tour.

F. OTHER COMPETENT BUSINESS

G. ADJOURNMENT

It was

Moved by Councillor Hunt
Seconded by Councillor Steele
That the Council-in-Committee meeting do

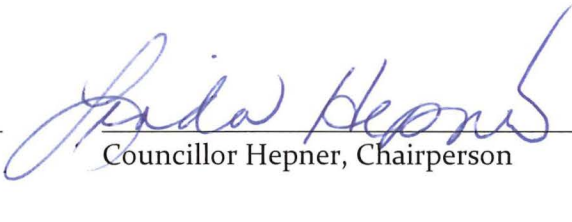
now adjourn.

Carried

The Council-in-Committee adjourned at 5:00 p.m.



Jane Sowik, City Clerk



Councillor Hepner, Chairperson