

**Present:**

Chairperson – Councillor Martin  
Mayor Watts  
Councillor Villeneuve  
Councillor Steele  
Councillor Gill  
Councillor Rasode  
Councillor Bose  
Councillor Hunt  
Councillor Hepner

**Absent:****Staff Present:**

City Manager  
City Clerk  
Deputy City Manager  
General Manager, Investment and  
Intergovernmental Relations  
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. Ken Shymanski, President & CEO****E-Comm 9-1-1**

File: 7150-20; 0550-20-10

Ken Shymanski, President and CEO, E-Comm 9-1-1, was in attendance before Council to provide a brief update on their activities and results over the past year (and decade) and the challenges facing public safety communications into the future, specifically:

- the Status of 9-1-1 answer in Metro Vancouver;
- update on dispatch operations;
- advancements with the Wide-Area Radio System; and
- financial results and strategic direction.

A PowerPoint presentation was provided noting the overall increased usage since 1999 and comments were as follows:

- E-Comm 9-1-1 provides the 911 call answer point for Surrey, providing the radio system for Surrey RCMP and Surrey Fire and Rescue.
- Contractual obligations are to have 95% of the calls answered within 5 seconds.
- Wireless technology provides opportunities to enhance E-Comm's services. Future expansion of wireless capabilities will allow the 911 operator to actually track movement.
- The next generation of 911, currently being looked at and experimented with in quite a few jurisdictions, is to be able to text 911, however receiving spam and flooding of emails has been an issue when testing.
- E-Comm will be monitoring the technology evolutions of other jurisdictions and as they become available and perfected, will be implemented.

Council thanked the delegation for his presentation.

2. **Johnny Carline, Chief Administrative Officer  
Metro Vancouver**  
File: 0450-01; 0550-20-10

Johnny Carline, Chief Administrative Officer, Metro Vancouver was in attendance before Council to provide an update on the progress made since the last draft of the Regional Growth Strategy and to inform Council of the proposed amendments to the plan. A PowerPoint presentation was given and comments were as follows:

- We hope this strategy will position us to accept another million people and still maintain our livability and sustainability, reduce our energy use and respond to climate change. At the same time, we have to support a strong and competitive economy, which was not addressed in the last plan.
- An important theme throughout the plans being brought forward is the housing problem in the region.
- Our natural assets give the attractiveness to the region and allow us to have a competitive economy, so we need to protect those.
- The biggest challenge of all is coordinating land use and transportation.
- Metro Vancouver is trying to address only regional issues; those issues that cannot be solved by individual municipalities. Adding clarity to that by outlining who is responsible for doing what was a part of the feedback from the initial draft of the plan.
- The five goals of the plan are:
  - The urban containment boundary is the anti-sprawl device, it is the commitment to try and limit our urban footprint to a certain area and try and develop within that.
  - Within that urban developed area to try and focus on centres which will be the centre of economic life and community life and social life and bring people together at the centre of various communities and municipalities and then linking those together with high capacity and high performance transit so people can get from one place to another without having to result to the automobile as much as they do today.
  - Outside the urban containment boundary, we've recognized three different kinds of lands, the conservation recreation areas, which are predominantly in public hands and are used for primarily environmental conservation but also some outdoor passive recreation, the agricultural areas, we want to have policies to see those are actively farmed not just seen as recreational opportunities for urban tourists and the rural areas, those areas that do have some environmental and agricultural uses from time to time, but are essentially country living environments which are beyond the urban service area.
- People are starting to forecast that we're going to run out of industrial space in about fifteen years, this is critical to the performance for our economy.
- Each municipality has a regional context statement which will be an effective planning instrument for each municipality.
- There are general regional interests that cannot be affectively met by local autonomy.
- We are trying a gentler approach in this one to establish a more effective dialogue with municipalities.

- Three processes of planning content approval:
  - The first process is the one rooted in the original legislation which the liveable regional strategic plan was passed under and this is the one that requires unanimous consent. This unanimous consent from all member municipalities is one simply that says to accept the plan in the first place, or in the original legislation to make any amendments to the plan it had to pass a vote at the regional board and then have a supporting vote at every single municipality. So that brings in a lot of inflexibility; a lot of pressure to try and get it right the first time;
  - The second one is rooted in the regulations that we persuaded the province to pass a year or so ago which allows plan amendments without this unanimous consent approach; and
  - The third one is the regional context statement which we have put a whole lot more emphasis on in terms of bringing flexibility.
- The adoption of the plan, as a whole, has to go through that statutory process. We have the ability to establish a minor amendment process, but once decided can only be changed by unanimous consent. The only things that we're suggesting should actually go through that process on a voluntary basis are the actual addition/deletion or amendment of a major goal or strategy.
- An amendment of the plan as a legal document (a bylaw adopted by the regional board). An amendment to how the plan actually is an effective instrument and there are two different processes.
- The process that the province gave us to amend the bylaw for most things should be the two thirds weighted vote at the board after public hearing.
- Metro Vancouver has devised a third process, the role of the regional context statement.
- A regional context statement is not an amendment to the regional plan, but it is the interpretation of the regional plan into the municipality's official community plan. The regional context statement can vary from the regional plan, it can contradict the regional plan in every element it wants. Always subject to the 50% plus one vote, except in the regional context statement which is in the statute.
- Exceptions would include:
  - the reduction or deletion of lands designated for agriculture or conservation recreation. There's an enormous public interest in those as a regional asset and there is an argument that any reduction of those in any municipalities is of regional interest and therefore should have an amendment to the plan first and then once it is agreed to at a regional level can be implemented at a local level;
  - establishing urban land uses outside the urban land use containment area; and
  - the addition or deletion of an urban centre because we want those urban centres to have significance for TransLink in their planning. We want them to use those as the basis for their planning and therefore there should be a regional agreement to add or delete those major centres.
- For all of the designations, the regional context statement can vary the policy interpretations put forward in the regional plan or can vary the boundaries without triggering an amendment to the regional growth strategy, provided the board accepts that regional context statement at a 50% plus one weighted vote, without any public hearings, no additional process. This gives back to

the municipalities the considerable discretion and latitude to interpret the policies into their local context as they see fit, within the regional guidelines. The board would be evaluating these in terms of reflecting the general intent.

- With regard to the growth transit concept the land use commitment must be accompanied by a transit service commitment and the process should relate to the local context and as such, Surrey will be seeking a finer grid and increased service.
- What is being proposed is the transit concept to focus on high capacity transit connections and to recognize the different needs of mature areas and developing urban areas.
- It is TransLink's job is to improve the level of service in response to existing and projected demand.
- We are still in the developing part of the region. It isn't just a question of reflecting existing demand, it is trying to use investments in the transportation system to develop a pattern which we want to see in the future. Both a pattern of land use and a pattern of transit usage and that may require a little bit of more speculative investment, advance investment, than you would in the developed area.
- We recognize that and the plan is trying to identify those areas where there are the important investments for TransLink to do in relation to the plan, and we have said that the rapid transit expansion priority should be given to linking urban centres south of the Fraser and in the north east sector, that's where the priority should be given, rather than elsewhere in the region because this is where we need to shape the pattern of land use and the commitment for transportation usage the most.
- Would like to see a strategic concept being developed by municipalities in consultation with TransLink, and being expressed in a regional context statement with a supportive document from TransLink showing that they are aware of there being a frequent corridor there and that they believe they can serve that corridor with appropriate levels of transportation. So the onus is then back to the municipality, so long as it connects the centres and serves the appropriate level of development.
- So we are suggesting, with respect to a rural area, if it is adjacent to an urban containment boundary (adjacent to the existing built up area) and the local municipality (you the council) is actually considering this for future urban development, then one approach to recognize that, if you haven't yet got to the point where you want to make that as a distinct proposal in this plan, is to overlay on the rural designation, a special study area overlay. That overlay would then provide the time to study what to do in that area.
- If you wanted to incorporate some of that rural area into, and we're thinking particularly for expansion of industrial employment lands, then we would treat that as a regional context statement amendment.
- In other cases it would be a two thirds vote and public hearing, which means for where there is uncertainty, as some municipalities find themselves in right now, we can accommodate by putting a special study area designation on the lands that are adjacent to the urban containment boundary and if at the end of two years you come forward with a regional context statement that says we've done our study and we want to incorporate this amount in to the urban area, and you proposed a redesign to the urban containment boundary to accommodate that, we will treat that as a regional context statement and it will

simply go through, at the regional level, with a 50% plus one vote and no public hearing.

- On the industrial lands policy, and this has been a subject of considerable debate in the region and with your municipality, your initial comments were our industrial lands policy would result in low order industrial employment uses and you were seeking a mixed employment that would allow a greater range of employment opportunities in those industrial areas, including the possibility of office development.
- Our intent is to maintain an adequate industrial land base which is vital for our regional economy.
- We're also concerned that the industrial land is being replaced by a kind of land use that is undermining the efficiency of our land use system and our transportation system; its delaying the development of our urban centres and its creating an employment sprawl that is extremely difficult to serve by transit.
- This is a reflection of the diminishing land supply, unless we have a lot of reintensification of industrial land, we'll be out of land for industrial uses.
- Here's the second concern, the original intent under the liveable region strategic plan, was that most of office employment which could be served by transit would go to either the downtown or regional town centres and in fact, fully half, didn't. 50% went to locations that were not well served by transit and so that has increased congestion on the roads and it has also undermined the economics of TransLink and has required TransLink to put increasing demands on the property tax to support their finances.
- Of course there are environmental objectives as well. 90% or more, travel by automobile because there's no other means of transit.
- We are all committed to fighting climate change. There are more than double the greenhouse gas emissions for the same number of employees in an office park as there is from a metro core area and half as much again as regional town centres.
- From a developers point of view, industrial land office is ideal. The industrial land is cheaper in the first place than areas that are traditionally zoned for office, it's cheaper to develop, they can build tilt up buildings, they can provide surface parking rather than structured or underground parking, so it is naturally attractive to develop this, particularly in economic hard times.
- So it is in the developer's interest to allow this to happen and the regional interest will take second place unless there is a strong framework around there to guide us to preserve that industrial employment, particularly so because in the absence of such a framework, if a municipality turns down the opportunity to upgrade industrial lands, it knows full well that the next municipality may not and therefore the region's interest advances and the municipality that gives up the opportunity has been a bit of a mug and is taken advantage of by the next municipality. Surrey hasn't done this, you've actually preserved most of your industrial land for industry and that's why you are a very important part of this region.
- What we've tried to do here, and this has been a real struggle, to come up with a process that doesn't throw out that particularly important regional objective, both of preserving industrial land and preventing employment spread and yet recognizing the arguments.
- So we're trying to rectify that by providing some policy framework that encourages municipalities to direct office employment to town centres.

- We've provided the outlet of this mixed employment designation and we've provided the outlet of you defining these in your regional context statement so that you can go to your industrial areas and you can decide okay, if I want to have a little bit more flexibility but it's still predominantly an industrial designation, then you can do that, or if you want to switch from an industrial designation to a mixed employment designation in your regional context statement, you can do that too. Its equivalent of having a study area without having to define it as a study area because you've got the freedom to switch from that; from industrial to the mixed employment if you feel that best suits your needs.
- The only thing is, you have to satisfy at the end of the day, as everybody else does by statute, that that regional context statement is satisfactory to a majority of the board, 50% plus one.
- We need to give municipalities the flexibility to respond in a way you have done to accommodate what you have done.
- We ask you to consider our regional needs and as you develop that regional context statement, but we have not put the rigid legal boundaries on you.
- Finally, in financial considerations you said we didn't include finance through revenue strategy, nor look at the sub-regional balance and land assessment. We raised the issue as far back as 2001 under the sustainable region initiative that that regional imbalance in assessment and taxation should be addressed and we have actually built into this regional growth strategy. Again, the proposal that we should be bringing forward investigates and reports on industrial tax policies and town centre tax policies addresses the kinds of issues you have raised.
- With increased density and increased urbanization comes their share of problems in terms of street crime, utilities and drugs and cultural facilities, etc. We believe that there is a case to be made here and we have put into the regional growth strategy a call for studies to try an address that.
- We also think that the sub-regional balance in jobs should get easier as the region develops, especially if the region follows our recommendations to make the transit priorities in these areas, the faster growing areas and the eastern and south-eastern fringes.

Council's questions were addressed as follows:

- With respect to what aspect of the review has actually yielded in specific measures to strengthen the region's influence over land use/transportation policy, the proposed plan is stronger and the approach has strengthened by simply putting in more policy detail and more policy considerations. Outside the urban area, the green zone has been converted into three different areas with three different policies. When we deal with agricultural policies in this plan, we've actually put them under the economic part of the strategy rather than the environmental protection part of the strategy. We want to see farm land used as farm land and used to produce food and we're calling for a policy to encourage that.
- In contrast, the conservation recreation designation is essentially a conservation area designation and we're seeing that primarily in public hands.
- Within the urban area, the old plan essentially designated everything urban and provided no formal guidance in the plan as to how to structure things other than the reference to centers. We've now put that back in the plan,

we've introduced much more structure into the plan within the urban containment area, with the one proviso that the municipality still has the responsibility of bringing forward their regional context statement to interpret that.

- So it isn't a really hard prescriptive approach, but it provides a lot more policy guidance and a lot more basis for the region to say if something is going way off track that we're not going to accept that.
- Concern with Surrey getting a majority vote with requested amendments was expressed and the response was that the board tends to accept what a municipality brings forward unless it is an absolutely outrageous violation of the principles.
- Under the old regulations you couldn't get it through, the process was just too onerous, but under the new regulations, with the six applications that came through for amendment, five went through, but I think the board has tried to look at "can we accommodate this within our principles if the local municipality has looked at it, considered it and believes that it needs this for its own local context" then the onus really shifts and the board really then examines "have we got a strong reason to turn this down?" If it is strongly against the principles then maybe we will, but if it is close, okay.

**B. ITEMS REFERRED BY COUNCIL**

**C. CORPORATE REPORTS**

**D. DELEGATION REQUESTS**

**E. COUNCILLORS' REPORTS**

**F. OTHER COMPETENT BUSINESS**

**G. ADJOURNMENT**

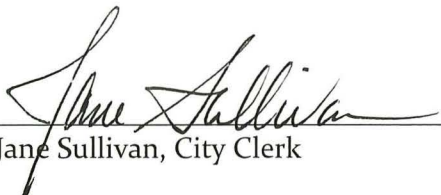
It was

Moved by Councillor Bose  
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 Sullivan, City Clerk

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Councillor Martin, Chairperson