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MANAGER'S REPORT NO.	9
COUNCIL MEETING	93/02/09

TO: CITY MANAGER 1993 FEBRUARY 2

FROM: ACTING DIRECTOR PLANNING & BUILDING OUR FILE: 01.215.5

SUBJECT: **REPORT OF THE TASK FORCE ON REGIONAL MANDATES FOR LAND USE AND TRANSPORTATION PLANNING**

PURPOSE: To provide a response from the City of Burnaby to the GVRD Development Services and Transportation Committee on the document "Report of the Task Force on Regional Mandates for Land Use and Transportation Planning".

RECOMMENDATIONS:

1. **THAT** the alternative consensus approach as proposed in the attached Figure 1 and outlined in this report be the basis for the regional mandate for land use and transportation planning and the development of a Regional Strategic Plan.
2. **THAT** the City of Burnaby not endorse the regional mandate process as proposed in the GVRD Task Force report.
3. **THAT** a copy of this report be forwarded to the Chairperson and Members, GVRD Development Services and Transportation Committee.

REPORT

SUMMARY

Burnaby has reviewed the Greater Vancouver Regional District Task Force report on regional mandates for land use and transportation planning. The City recognizes that growth in the region has to be carefully managed if we are to maintain the livability of the region and Burnaby.

Burnaby has a long history of carefully managing its land resources. It has, over the years, implemented through considerable community input, a balanced land use pattern that provides opportunities for growth and development while still preserving and protecting those valued aspects of the community.

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The review of the GVRD Task Force report has concluded that the regional strategic plan preparation, adoption and implementation process as proposed is unacceptable. Under the Task Force report, a regional strategic plan would be adopted at the outset by a 75 percent majority of the members of the Regional Board. Municipalities would then be required to respond to this regional plan through their Official Community Plans.

Burnaby considers it paramount that the land use planning and zoning autonomy of municipalities should be fundamentally incorporated within the formulation of the regional strategic plan, rather than municipalities being placed in a position of reacting and adapting to a regional plan adopted by the Regional District at the outset. This report **concludes that Burnaby would not be a voluntary participant in the implementation of a regional strategic plan based on the Compact Metropolitan Area option as presented.** Under the alternative model proposed in this report, the preparation of local Official Community Plans would be a first step in the preparation of a regional strategic plan, with the Regional District being requested to provide their input on regional influence for municipalities to consider. **Municipalities would respond to regional concerns and objectives to the extent possible consistent with updated community values and planning objectives.** The Region would then provide the coordinating role in consolidating the updated Official Community Plans into a new regional strategic plan.

The alternative model as presented by the City of Burnaby is outlined in Figure 1 attached to this report.

1.0 BACKGROUND

The Greater Vancouver Regional District adopted Creating Our Future Action No. 52, which was to "undertake, in consultation with municipalities and the provincial government, a review of the need for renewed GVRD regional land use, transportation and social development mandates".

This action reflected the view that more effective regional mandates would be needed to achieve the values and goals embodied in Creating Our Future. In 1992 July, the GVRD Board approved the appointment of a Task Force to review and refine an approach for an improved regional land use and transportation planning mandate based on a consensus building model. The social development mandate is not part of the report prepared by the Task Force and will need to be addressed in the future.

The document "Report of the Task Force On Regional Mandates for Land Use and Transportation Planning" is the result of the Task Force's deliberations and presents a proposal for a revised regional mandate. At its meeting of 1992 December 9, the GVRD Board decided to circulate this proposal for comment to member Councils, community and business groups and interested members of the public.

This report has been prepared as the basis for a response to the GVRD.

Regional Strategic Plan ---- Alternative Consensus Model

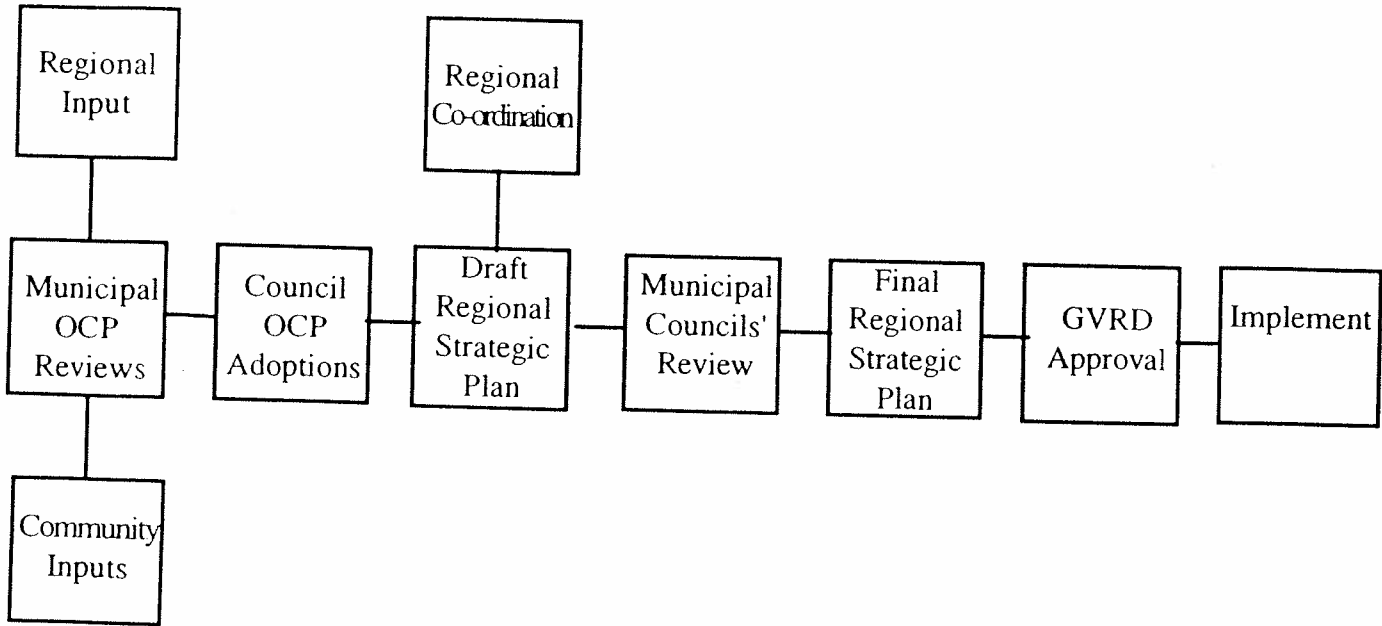


Figure 1

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2.0 THE TASK FORCE'S FINDINGS: THE CITY'S RESPONSE

The Task Force has presented six recommendations as the basis for the preparation and implementation of a regional strategic plan. A complete City response to each of these six recommendations is included as Attachment 1 to this report. Also included in the report of the Task Force are proposed amendments to the Municipal Act that would enable Regional Districts to prepare regional strategic plans. These proposed amendments are included as Attachment 2 to this report.

In its review of this subject, the Task Force came to three principal findings that were the basis of their recommendations. A summary of the City's response to these findings follows.

2.1 Regional Strategic Plan

The first is that Greater Vancouver needs a regional strategic plan. This recognizes the physical restraints to urban development affecting this region coupled with the fact that it is experiencing one of the fastest growth rates in North America. A strategic plan is needed to show how the anticipated growth can be accommodated while, at the same time, advancing the goals and values of Creating Our Future.

The recommendations and proposed enabling legislation would provide the authority for the GVRD to prepare and adopt a regional strategic plan. This plan would provide a regional planning framework for a 30 year horizon and provide a general pattern of development directing the distribution of population, housing and employment within the region. The Plan would also incorporate the regional open space system, the needed educational, social and cultural services as well as the infrastructure required to support the desired growth of the region.

Summary of City Response:

- *While the City supports the concept of a regional strategic plan, it is considered paramount that the land use planning and zoning autonomy of municipalities be fundamentally incorporated within the formulation of the regional plan, rather than municipalities being placed in a position of reacting and adapting to a regional plan adopted by the Regional District at the outset.*
- *the Compact Metropolitan Area growth scenario as quantified by the Region is an unacceptable option to the City of Burnaby in view of its considerable adverse impacts on Burnaby's land use character and transportation networks.*
- *while a 30 year horizon is necessary for certain structural elements of regional planning, it needs to be recognized that proposed major land use changes at the residential neighbourhood level need to be presented and evaluated in the context of a shorter time period.*

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2.2 Consensus Approach

The second finding is that a regional strategic plan should be based upon a broad consensus. The Task Force has defined its minimum requirements for a "consensus-based approach" to preparing and adopting a regional strategic plan as:

- extensive involvement by the public;
- formal review of plan proposals by member Councils prior to plan adoption;
- formal review of plan proposals by the Province and affected agencies of the Federal Government prior to plan adoption;
- a requirement for a 75 percent majority of the members of the Regional Board in an unweighted vote for the adoption of the plan.

Once the regional strategic plan was adopted by the Regional District, it would be empowered under the proposal to enter into cooperative and contractual partnerships with municipalities and other government agencies to achieve implementation of the plan. Notwithstanding whether or not a partnership arrangement has been reached, municipalities circulating new or amended Official Community Plans would be required to state whether their proposed Official Community Plan reflects the policies of the regional strategic plan.

Summary of City Response:

- *an Official Community Plan review process should be undertaken by each member municipality with both local community and regional district input, as the initial step and the basis for the preparation of a regional strategic plan, as portrayed in the attached Figure 1.*
- *the approval of a regional strategic plan by a 75 percent majority unweighted vote of Regional Board members where one or more member municipalities are non-consenting is at variance with the stated objective of consensus and voluntary implementation of the regional plan*

2.3 Plan Implementation

The third conclusion is that implementation of a regional strategic plan requires the cooperation of a wide range of participants and that voluntary cooperation should be attempted before more prescriptive approaches are considered.

Under this co-operative approach, a regional strategic plan would be prepared and adopted. However, a member municipality would have the choice to implement the plan to the extent felt appropriate. This overall consensus approach and its ability to meet regional policies and goals would be reviewed after a three year trial period. If found to be unsuccessful, then the suggestion is made that a more directive approach would be considered.

Under the proposal, the adoption of a regional strategic plan would require an affirmative vote of a majority of all members of the regional board representing 75 percent of the votes on an unweighted basis.

The Task Force report presents the cooperative and consensus building approach as an evolutionary process. It indicates that stronger measures should only be considered if a need for them arises. In this regard, it has been recommended that the GVRD monitor and report in three years on the effectiveness of the approach in achieving implementation of regional planning policies.

In the preparation of its report, the Task Force concluded that one of the operating principles of a fresh regional planning mandate "should be to interfere as little as possible with the jurisdictions of provincial and municipal entities...". The Task Force concludes that "final decision-making on specific land-development issues must continue to remain at the municipal level".

The Task Force report was submitted to the GVRD Development Services and Transportation Committee. In the Committee report to the GVRD Board dated 1992 November 18, the Committee indicated that "more prominence should be given to the principle that the approach recommended by the Task Force does not impinge upon municipal planning and zoning powers. Any proposed revision to the Municipal Act should clearly reflect this principle".

Summary of City Response:

- ***the model as proposed by the Task Force is potentially unworkable in that it incorporates a possible conflict between the approval (i.e 75 percent unweighted vote) of the plan and its implementation (i.e. by voluntary participation).***
- ***the three year monitoring period included in the Task Force model should be used instead for the completion of the Official Community Plan reviews throughout the region as components of the regional plan.***
- ***the alternate regional plan preparation model as proposed by the City of Burnaby would improve the prospects for acceptance and implementation of a regional plan on a broad front.***

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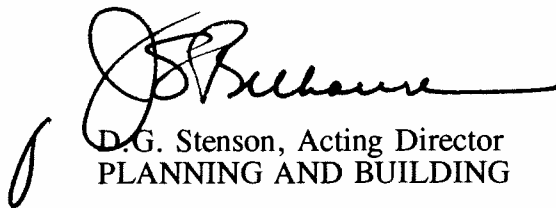
3.0 CONCLUSION

A model for the preparation of a regional strategic plan needs to provide an appropriate mechanism for the adoption and implementation of a plan that will achieve overall regional goals, and yet at the same time protect autonomy for land use and zoning decisions at the local level. In consideration of this matter, it is felt that the City should not endorse the model as has been outlined in the Task Force report. Instead, an alternative process is proposed to enhance the prospects of consensus for the plan's adoption and implementation by member municipalities.

The following are provided as the basis of the response to the Regional District on the mandate question:

1. **THAT** the alternative consensus approach as proposed in the attached Figure 1 and outlined in this report be the basis for the regional mandate for land use and transportation planning and the development of a Regional Strategic Plan.
2. **THAT** the City of Burnaby not endorse the regional mandate process as proposed in the GVRD Task Force report.

More specific comments related to each of the six recommendations contained within the Task Force Report are contained in Attachment 1.


D.G. Stenson, Acting Director
PLANNING AND BUILDING

JSB:BLS/db

- cc: Director Engineering
Director Finance
Director Administrative and Community Services
Director Recreation and Cultural Services

TASK FORCE RECOMMENDATIONS: REV

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The City's response to the recommendations proposed needs to be formulated in the context of the future planning and development scenarios facing both the Region and the City of Burnaby.

If the regional planning approach is to be based on a consensus building model of the member municipalities, then by definition there needs to be a compatibility between the region and the municipalities on the visionary planning frameworks for each of the municipal/city "building blocks" that make up the region.

If indeed there is not a consensus between a local and regional vision for a member municipality, it could have implications for both. The following discusses the recommendations advanced by the Task Force as it relates to the City of Burnaby.

TASK FORCE RECOMMENDATION 1

THAT the Greater Vancouver Regional District seek enabling legislation to recognize the intent of the District to adopt a Regional Strategic Plan consisting of text, maps, tables or other material and containing regional policies concerning:

- *The vision and goals of the regional district;*
- *The long-term distribution of population, housing and employment within the region;*
- *The general pattern of development, including areas to become urbanized and areas to remain undeveloped, the location of major centres of activity and higher density development and areas to be redeveloped;*
- *The infrastructure required to support the plan's objectives, including transportation corridors, facilities and service, regional water and sewer and waste disposal facilities;*
- *The regional open space system;*
- *The educational, social and cultural facilities and services needed within the region;*
- *The economic development of the region; and*
- *The complementary and supporting actions by municipalities and provincial and federal agencies which are necessary to implement the plan.*

Discussion

At the outset, it is recognized that the physical attributes of the region combined with its existing and projected growth pressures require a coordinated regional development framework to maintain the livability of the region and its member municipalities.

Much work has been done at the regional level in examining the implications of continued regional growth. It has been projected that over the next 30 years, the region's population will grow to 2.9 million people - an increase of about 1.2 million people. The number of dwelling units in the region will almost double from 675,000 to nearly 1.3 million. This will be a changing population characterised by a greater degree of ethnic diversity, increasingly diverse family structures, a more aged profile and continued disparities in income levels and shifts in the labour market.

As part of the Creating Our Future process, a number of regional values have been identified intended to preserve the region's agricultural lands and significant green zone areas. Given the region's constrained land base, the inclusion of the significant agricultural and green zone areas results in the urban areas of the region needing to be developed in a more defined manner.

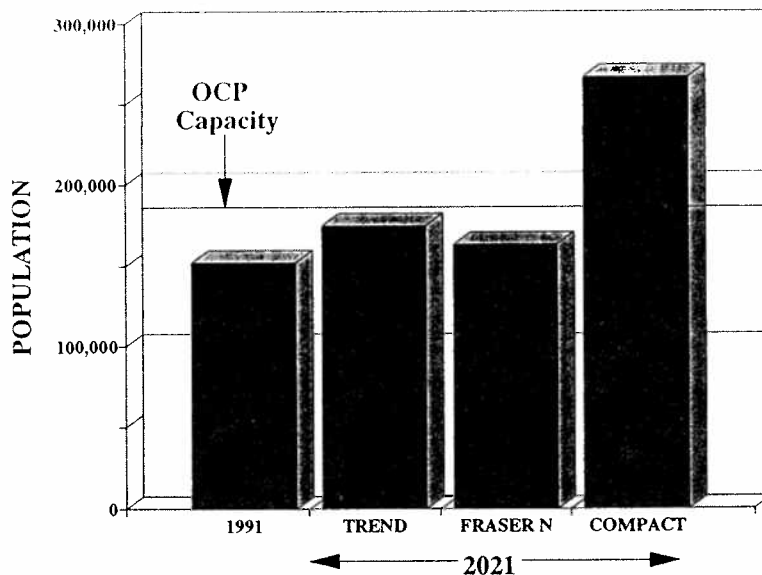
To manage this anticipated growth, the Creating Our Future process presented three different regional growth scenarios for assessing land use and transportation implications. The three scenarios and their characteristics are outlined in Attachment 3.

These three scenarios were presented at a conference sponsored by the GVRD on 1992 November 28. Of the three presented, the Compact Metropolitan Area option appeared to have the largest degree of support from those attending, although the need to develop an "other" option also received strong support. This does not suggest that the Compact Metropolitan Area option will necessarily be the favoured option, but it does provide a reference for discussing comparative implications at the City level.

Figures 2 and 3 below illustrate the resultant growth implications to Burnaby of the "Trend", "Fraser North" and "Compact Metropolitan" options. Also shown are the projected capacity levels for population and dwelling units under the existing Official Community Plan for Burnaby. These figures are 178,700 and 77,600 respectively.

Figure 2

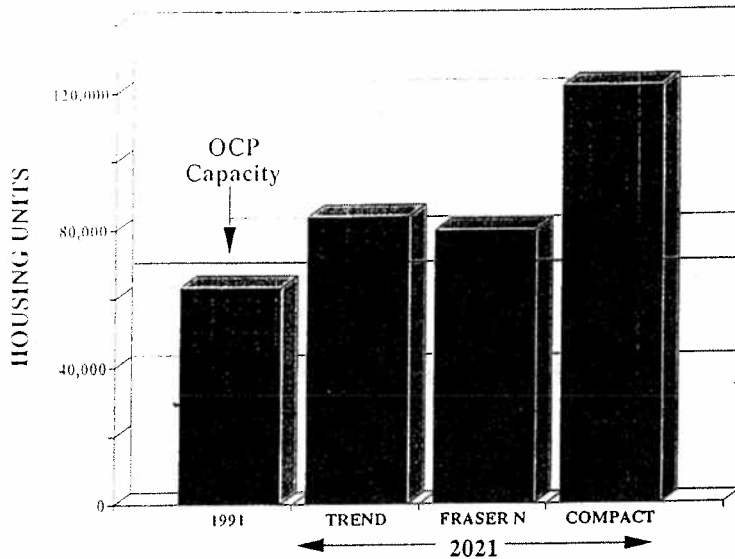
POPULATION OF BURNABY



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Figure 3

GROWTH IN HOUSING UNITS IN BURNABY



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While the figures provided by the GVRD are not intended to be precise projections of the various options, they do indicate the degree of difference to the City of Burnaby dependent upon the option chosen. Under the compact metropolitan option for example, the City experiences a 70 percent increase in population (2021 population figure of 267,136) in the period 1991-2021 and a 93 percent increase in dwelling units (2021 figure of 121,745) in the corresponding period. In the case of the Fraser North scenario, the projected 2021 population and dwelling unit figures for Burnaby are 163,200 and 79,308 respectively, which portrays a radically different implication for the City of Burnaby.

As part of the work undertaken on the renewal of the Transportation Plan for Burnaby, it has been shown that there are significant variations in the transportation implications of the regional growth scenarios presented to date. For example, in comparing the growth of auto and transit person trips to, from, through and within Burnaby during the AM peak period by 2021, the Fraser North scenario shows an estimated increase in auto and transit person trips of 28 and 60 percent respectively over 1991 levels, while the corresponding numbers for the Compact Metropolitan option are 82 percent and 111 percent respectively. While it is possible that the use of "significant" transportation demand management measures (e.g. carpools, bus only lanes, increased parking fees, etc.) would reduce these absolute numbers, the impact on the City would remain substantial. Staff have estimated that the Compact Metropolitan option would necessitate an additional 20 travel lanes to and from the north-east sector, if one were to just maintain the existing level of congestion.

Clearly from the above, it is demonstrated that the compact metropolitan option as outlined and quantified would have enormous impacts in terms of the prevailing community values and adopted plans in the City of Burnaby. **Burnaby would not be a voluntary participant in the implementation of a regional strategic plan based on the Compact Metropolitan Option as presented.**

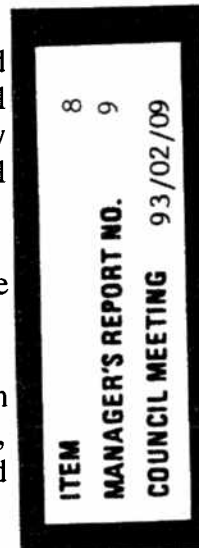
While the numbers associated with the options presented may be extreme expressions of the likely distribution patterns, they do illustrate the difficulty for the City to be in a position to accept the mandate as presently proposed. Until such a time as a "preferred" regional scenario is finalized, quantified and based on each municipality's own vision for its future development, it will be difficult to judge the degree to which the City will be able to enter into an operating partnership with the region in the implementation of a regional plan by way of its adjusted land use and zoning policies. **It is the view of the City of Burnaby that the preparation of a regional strategic plan should be coordinated by the Regional District on the basis that each member municipality can respond to regional issues and goals identified. This would be accomplished through an Official Community Plan review process undertaken by each member municipality, with local community, as well as Regional District input.** Such a process, as portrayed in Figure 1, will ensure a more consensual "buying in" at the local level to a regional land use and transportation mandate and a regional strategic plan.

The process defined under Figure 1 does not provide for the adoption of a regional strategic plan at the outset, against which local municipalities would be expected to conform on a voluntary basis through implementation of their Official Community Plans. The alternative approach would see a regional context being provided to the local community by the Regional District as input to the Official Community Plan preparation process.

The City, through its Official Community Plan, and the Region, through the Creating Our Future program, have promoted many of the same growth management principles. In this regard, the prospects of the City and the region reaching concurrence on many aspects of a regional plan as it affects Burnaby is promising. Some of the general principles upon which the City would approach the preparation of its revised Official Community Plan include:

- the preservation of the City's significant green space areas;
- the preservation of the City's agricultural lands;
- further development of Burnaby Metrotown, as one of the regional town centre areas;
- the further development of the City's commercial core hierarchy, including a town centre for each the four major residential quadrants of the City;

- continued growth in designated industrial and commercial areas of the City to help strengthen the local economy and tax base;
- the provision of a balanced range and choice of living opportunities and neighbourhood types, while recognizing that low density residential neighbourhoods will remain a dominant residential character of the City and multi-family residential development will be its major residential growth component;
- the recognition that changes to the land use and development plans of the City must be linked with a local area planning process;
- the policies embodied in the renewed Burnaby Transportation Plan including the designation and implementation of major transit corridors, specifically the Lougheed Rapid Transit Corridor and a primary and secondary arterial road system.
- the accommodation of population, housing and employment targets consistent with the continuation of a balanced land use framework for the City.
- the development of a physical and social environment which promotes the social and mental well-being of individuals and families
- recognition of the City's environmental goals and objectives



The City of Burnaby is updating its long range residential development framework by way of the Residential Growth Management Review process presently underway. This review forms an integral part of our Official Community Plan update and is designed to provide direction for the amount, type and distribution of dwelling unit and population growth within the City for the next 15 years. The results of this review, combined with the other components of the Official Community Plan update will be instrumental in defining the opportunities for a consensus and partnership in defining and implementing both the City's and the Region's development objectives. **While a 30 year horizon is necessary for certain structural elements of a regional planning, it needs to be recognized that proposed land use changes at the local neighbourhood level need to be presented in the context of a shorter time period.**

With respect to the "educational, social and cultural services" referred to in the Task Force's Recommendation 1, reference to a regional affordable housing strategy within the regional plan would need to be made in relation to the input received from each of the local Official Community Plan reviews. This would be consistent with recent amendments to the Municipal Act requiring municipalities to address the affordability issue in their Official Community Plans;

TASK FORCE RECOMMENDATION 2

THAT the legislation incorporate the following requirements to ensure that a Regional Strategic Plan is supported by a broad consensus:

- *Extensive involvement by the public in the preparation of a Regional Strategic Plan;*
- *Formal review of plan proposals by member councils prior to plan adoption;*
- *Formal review of plan proposals by the Province of British Columbia and affected agencies of the Government of Canada prior to plan adoption; and*
- *A requirement for a 75 percent majority of the members of the Regional Board in an unweighted vote for the adoption of a Regional Strategic Plan.*

Discussion

Recommendation 2 deals with the adoption of the regional strategic plan based on a broad consensus.

In terms of municipal involvement in the approval process, the recommendation calls for a formal review of strategic plan proposals by member councils prior to plan adoption. Notwithstanding the minority views of one or more member municipalities, adoption of the regional strategic plan would occur by a 75 percent majority unweighted vote of Regional Board members.

These provisions appear contradictory to the consensus-building approach given the position of the Task Force report and the Development Services and Transportation Committee that decisions affecting the land use policies of any municipality are to remain with that municipality. Recommendation 2 provides a scenario whereby a 75 percent majority vote would approve the regional strategic plan with the possibility of one or more non-consenting municipalities. This would entrench an inherent conflict between the approval (i.e. a 75 percent unweighted vote) and implementation (i.e. by voluntary participation) provisions of the regional strategic plan.

The alternate consensus and implementation model as proposed in this report (see Figure 1) would not see the "majority" approval of a regional strategic plan at the beginning of the three year approval and monitoring process as was recommended in the Task Force report.

TASK FORCE RECOMMENDATION 3

THAT legislative amendments be made to require that services provided by the Regional District or its affiliates be provided in conformity with the Regional Strategic Plan.

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Discussion

The draft legislative amendment proposed in relation to Recommendation 3 would require that "all works or services provided by a regional board or its affiliated greater boards would have to comply with a regional strategic plan".

The provision of works and services by the Regional District would be an important device in the implementation of the regional strategic plan. Until a regional strategic plan is prepared and the specific range of facilities and services defined, it is difficult to provide comment on possible implications to the City of Burnaby.

Given that both regional and city services and facilities would be required to respond to the needs of the local and regional community, it emphasizes the need for a true consensus to be reached on the regional strategic plan.

Another general issue that will need to be addressed in the context of the regional strategic plan is service delivery at the local level. Areas absorbing new thresholds of growth may well require regional assistance in the necessary upgrading of services and facilities.

TASK FORCE RECOMMENDATION 4

THAT the legislation empower the Greater Vancouver Regional District to enter into cooperative and contractual partnership with municipalities, regional districts, provincial ministries and agencies and federal agencies to achieve the implementation of a Regional Strategic Plan.

Discussion

Under the consensus-building model that recognizes local planning and zoning responsibility, these partnerships would be based on an agreement by a municipality that it could implement the various components of the regional plan consistent with established or voluntarily revised municipal objectives and policies. No dispute resolution process is proposed to deal with situations where local Official Community Plans do not comply with a regional strategic plan given the view of the Task Force "that any such process which had the potential to fetter the responsibility of local Councils for specific land use decisions would be contrary to a basic principle upon which the Task Force has based this proposal".

In view of the fact that the contractual arrangements would be a primary means for implementation of the regional strategic plan, it highlights the need for agreement for an across the board consensus at the local level. It is felt that the existing model does not provide the optimum opportunity for this consensus. The alternate model as proposed in this report would improve the prospects for acceptance and implementation of a regional plan on a broad front.

A positive element in the recommendation is the reference to establishing contractual partnerships with other Regional Districts and Provincial/Federal ministries and agencies. This may be particularly important with respect to our neighbouring Regional Districts to the east.

TASK FORCE RECOMMENDATION 5

THAT Section 947 of the Municipal Act be amended to require municipalities circulating an Official Community Plan to the regional board be required to state how the Official Community Plan relates to the policies of a Regional Strategic Plan where such a plan is in place.

Discussion

This recommendation pertains to the circulation of local Official Community Plans. The new requirement would necessitate the local municipality stating to the regional board how the Official Community Plan under consideration relates to the policies of the adopted regional strategic plan. While there is an implication towards compliance with the regional plan, the consensus approach as proposed in the Task Force report would only require a dissenting municipality to indicate the degree to which its Official Community Plan conforms to the regional plan, rather than defending why it may not in certain instances.

Under the alternate approach proposed, the prospects of there being a "dissenting" municipality is greatly diminished, thereby increasing the prospects of compliance of municipal Official Community Plans.

TASK FORCE RECOMMENDATION 6

THAT the Greater Vancouver Regional District monitor and report in three years on the effectiveness of the new regional planning arrangements in meeting regional goals.

Discussion

This recommendation was directed at determining the success of the consensus-building approach in implementing the policies of the regional plan and to review whether a more directive regional role is required. In terms of the scenario described, the proposed 3 year monitoring process would assess the success, or otherwise, of the collective implementation of the majority approved plan by the various member municipalities. The successful results of such a review would obviously correspond directly to the number of municipalities that will be able to support the regional strategic plan.

Rather than monitoring a process where a true consensus may not be found, it is proposed that the same three year period be used for completing Official Community Plan reviews throughout the region as an integral part of the regional plan preparation process.

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10 November 1992

OUTLINE OF AN AMENDMENT TO PART 29 OF THE MUNICIPAL ACT TO ENABLE REGIONAL DISTRICTS TO PREPARE REGIONAL STRATEGIC PLANS

Preparation of Regional Strategic Plans

- A regional district which has established and is operating regional district development services as a general service under S. 787 (c) would be empowered to prepare and adopt a regional strategic plan.
- A regional strategic plan would be defined to include text, maps, tables or other materials and to contain regional policies concerning:
 - (a) The vision and goals of the regional district in respect to the planning area,
 - (b) The long-term distribution of population, housing, and employment within the planning area for a period of 20 years,
 - (c) The general pattern of development of the planning area, including areas to become urbanized and areas to remain undeveloped, the location of major centres of activity and higher density development and areas to be redeveloped,
 - (d) The infrastructure required to support the plan's objectives, including transportation corridors, facilities and services, regional water and sewer services and waste disposal facilities,
 - (e) The regional open space system,
 - (f) The educational, social and cultural services needed within the regional strategic planning area,
 - (g) The economic development of the regional strategic planning area, and
 - (h) The complementary and supporting actions by municipalities and provincial and federal ministries and agencies which are necessary to implement the regional strategic plan.
- In preparing a regional strategic plan, a regional district would be required to conduct and document a full program of public consultation on the matters to be addressed within the plan.

Adoption Procedures for Regional Strategic Plans

- A regional district would adopt a regional strategic plan by bylaw, and each reading of the bylaw must receive an affirmative vote of a majority of all members of the regional board representing 75 percent of the votes on an unweighted vote.
- After first reading of the bylaw, the regional board would be required to refer the plan to every municipality and electoral area director in the regional district for comment. The regional board could not consider second reading of the bylaw until each municipality and electoral area had provided its comments or until 90 days had elapsed from the date of first reading, whichever came first.
- After second reading of the bylaw, the regional board would be required to refer the plan to the Minister of Municipal Affairs, Recreation and Culture for comment as to the effect of the plan on provincial policy. The regional board could not consider third reading of the bylaw

until it had received the comments of the Minister of Municipal Affairs, Recreation and Housing and until 90 days had elapsed, whichever came first.

- The regional board would be required to hold a public hearing under S. 956 of the Municipal Act prior to third reading.

Effect of Regional Strategic Plans

- All works or services provided by a regional board or its affiliated "greater boards" would have to comply with a regional strategic plan. (Consequential amendments to several other statutes would be required).

- A regional district which has adopted a regional strategic plan would be specifically empowered to enter into cooperative and contractual partnerships with municipalities, regional districts, provincial ministries and agencies and federal agencies to achieve the implementation of the regional strategic plan.

- Municipalities circulating Official Community Plans for comment by a regional board under S. 947 of the Municipal Act would be required to state how their proposed Official Community Plan reflects the policies of a regional strategic plan where such a plan is in place.

Monitoring and Review of Regional Strategic Plans

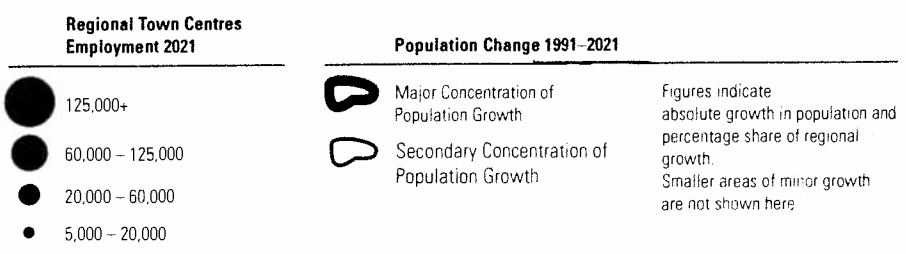
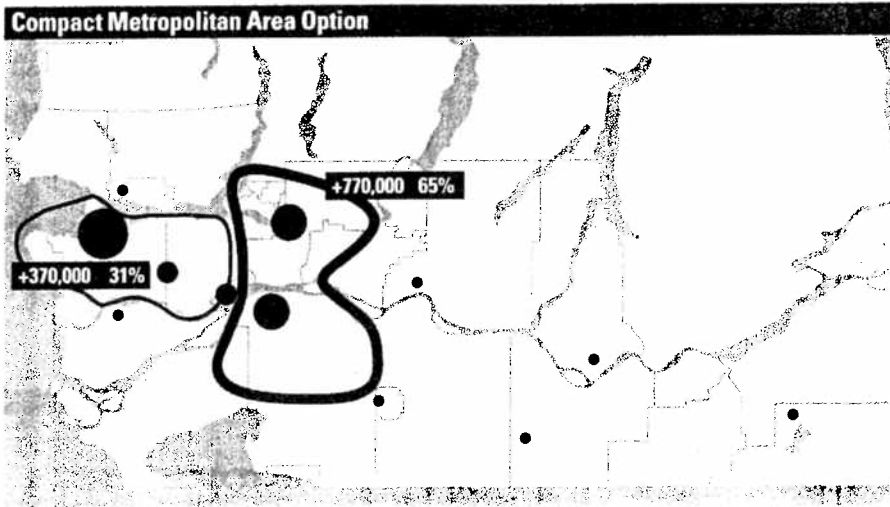
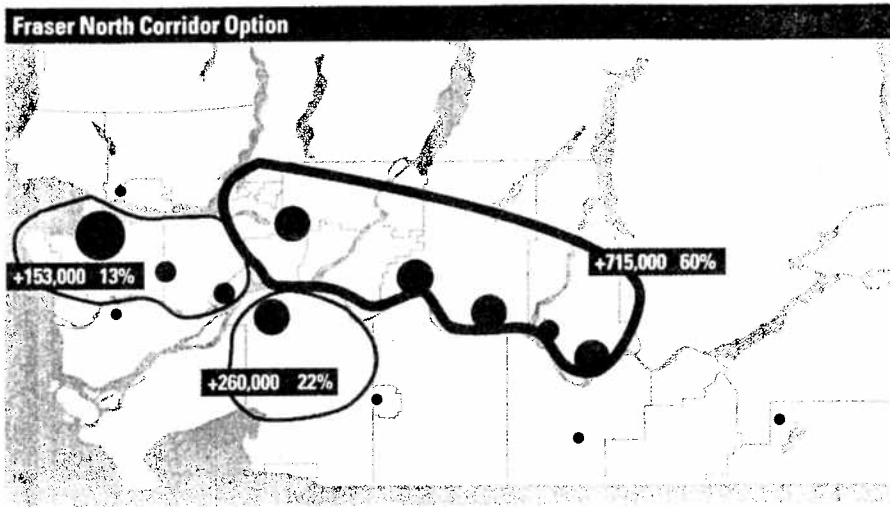
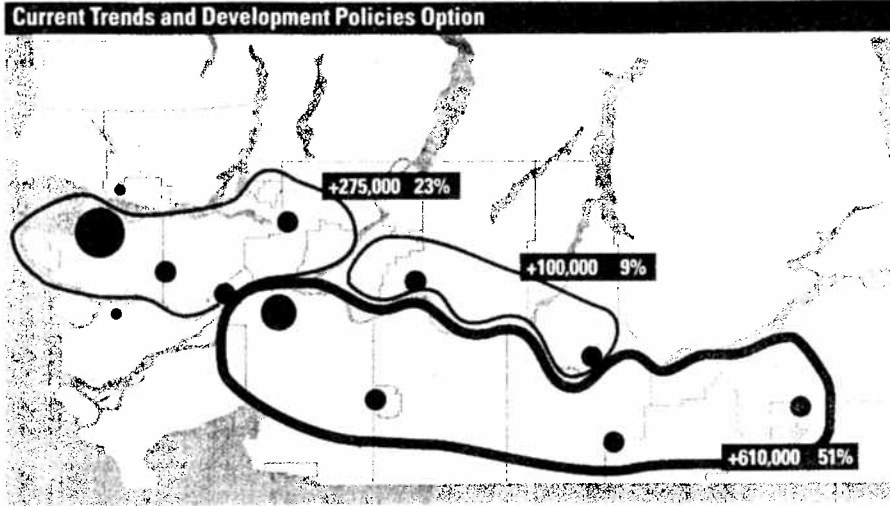
- A regional district which has adopted a regional strategic plan would be required to establish a system to monitor the impact of the plan on the matters identified therein.

- A regional district which has adopted a regional strategic plan would be required to review and revise such plan at least once every five years after its adoption.

N.B. As a matter of policy (not legislated), the Greater Vancouver Regional District would monitor and report in three years upon the effectiveness of these regional planning arrangements in meeting regional goals.

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