

The Capital Regional District

Notice of Motion to the Planning Transportation and Protective Services Committee

DATE: July 24, 2013

FROM: Director Vic Derman

Under legislation, provincial goals and expectations for regional growth strategies (RGS/RSS) include the following:

MINIMUM CONTENT: a regional growth strategy must include:

1. *At Least A 20 Year Planning Horizon*
2. *Regional Vision Statements*
3. *20 Year Population & Employment Projections*
4. *A Statement On The Future Of The Region, Including Economic, Social And Environmental Objectives*
5. *Regional Actions To Address The Needs Of The Projected Population In The Area Of Transportation, Housing, Regional District Services, Parks And Natural Areas And Economic Development*
6. *Targets For The Reduction Of Greenhouse Gas Emissions In The Regional District, And Policies And Actions Proposed For The Regional District With Respect To Achieving Those Targets*

PROVINCIAL INTERESTS IN GROWTH STRATEGIES include:

1. *Avoiding Urban Sprawl And Ensuring That Development Takes Place Where Adequate Facilities Exist Or Can Be Provided In A Timely, Economic And Efficient Manner;*
2. *Settlement Patterns That Minimize The Use Of Automobiles And Encourage Walking, Bicycling And The Efficient Use Of Public Transit;*
3. *Efficient Movement Of Goods And People While Making Effective Use Of Transportation And Utility Corridors;*
4. *Protecting Environmentally Sensitive Areas;*
5. *Maintaining The Integrity Of A Secure And Productive Resource Base, Including The Agricultural And Forest Land Reserves;*
6. *Economic Development That Supports The Unique Character Of Communities;*
7. *Reducing And Preventing Air, Land And Water Pollution;*
8. *Adequate, Affordable And Appropriate Housing;*
9. *Adequate Inventories Of Suitable Land And Resources For Future Settlement;*
10. *Protecting The Quality And Quantity Of Ground Water And Surface Water;*
11. *Settlement Patterns That Minimize The Risks Associated With Natural Hazards;*
12. *Preserving, Creating And Linking Urban And Rural Open Space Including Parks And Recreational Areas;*

13. *Planning For Energy Supply And Promoting Efficient Use, Conservation Alternative Forms Of Energy; And*
14. *Good Stewardship Of Land, Sites And Structures With Cultural Heritage Value.*

PROVINCIAL LEGISLATION & THE RGS/RSS: *The provincial government has established a number of strategies and plans - elements of which should be considered for incorporation into an integrated sustainability strategy. These include:*

- *B.C. Climate Action Plan & related climate change plans*
- *Living Water Smart Plan*
- *B.C. Energy Plan*
- *B.C. Transit Plan*
- *B.C. Air Action Plan*
- *Agricultural Land Reserve*

Unquestionably, these provincial goals and expectations are being used by staff to guide the development of the RSS. Nevertheless, it might be useful to use provincial goals and expectations as the foundation or starting point for a set of criteria used to evaluate a draft strategy. Such criteria could also be used to evaluate context statements as they came forward from participating municipalities.

It might also be useful to hold an extended meeting or workshop in which the Planning Transportation and Protective Services Committee could “tailor” provincial goals and expectations to meet local, and changing, circumstances. Part of this “localization of criteria” might involve determination of priorities within provincial interests. Climate change, for example, has already become a clear priority for the CRD and a potential “filter” for the entire RSS. Other goals such as avoiding urban sprawl might similarly emerge as priorities. This does not mean that lower priority goals would be ignored but the process would allow emphasis to be placed on goals determined to be critical for a sustainable future region.

A workshop or extended meeting could also come to grips with potential conflicts and unintended consequences within provincial goals and expectations. *Efficient Movement Of Goods And People While Making Effective Use Of Transportation And Utility Corridors* is, for example, clearly a valuable goal. On the other hand, treating major streets primarily as movement corridors could have a very detrimental effect on the neighbourhoods surrounding them. Emphasis on the flow of vehicles through corridors could also have the effect of encouraging sprawl if promoted inappropriately. While recognizing the need for mobility of goods and people, the committee could stipulate that such mobility must not come at the cost of complete streets and dynamic, thriving adjacent communities or at the cost of containing sprawl.

Through the process of tailoring criteria, the committee could establish how some goals might be shaped or constrained to insure they did not adversely affect goals identified as critical to regional sustainability. In addition, all involved would likely develop a deep understanding of what we WANT and NEED the region to become.

MOVED:

That the Planning Transportation and Protective Services Committee direct staff to report back on how a set of localized criteria, based on provincial goals and expectations could be developed as a tool to evaluate a draft strategy and subsequent municipal context statements.