

**THE CORPORATION OF THE CITY OF PORT COQUITLAM
ENVIRONMENTAL PROTECTION COMMITTEE**

Wednesday, October 26, 1994

Meeting Room No. 2
2580 Shaughnessy Street, Port Coquitlam, BC

5:00 p.m.

AGENDA

PERSONNEL IN ATTENDANCE:

CONFIRMATION OF MINUTES OF PREVIOUS MEETING

- ITEM I:** 1995/96 ENVIRONMENTAL BUDGET - AMENDMENTS
- ITEM II:** FREMP TASK OPTIONS
(For Committee's Information)
- ITEM III:** ENERGY STRATEGY DRAFT - COMMENTS FROM GVLD
(For Committee's Information)
- ITEM IV:** COMPOST PUPPET SHOW
(For Committee's Information)
- ITEM V:** OTHER BUSINESS

OCT 26 1994

THE CORPORATION OF THE CITY OF PORT COQUITLAM
ENVIRONMENTAL PROTECTION COMMITTEE
MINUTES

A meeting of the Environmental Protection Committee was held in the Second Floor Meeting Room, 2580 Shaughnessy Street, Port Coquitlam, Wednesday, October 26, 1994 at 5:00 p.m.

In attendance were:

Councillor M. Gates, Chairman
Councillor R. Talbot, Co-Chairman
J.E. Yip, P. Eng., Deputy City Engineer
C. Deakin, Engineering Secretary

CONFIRMATION OF MINUTES

The Minutes of the Environmental Protection Committee Meeting held on Wednesday, October 5, 1994 were considered, read and adopted.

Carried

ITEM I: 1995/96 ENVIRONMENTAL BUDGET - AMENDMENTS

The Deputy Engineer outlined amendments to the proposed budget and Committee approved the changes.

ITEM II: FREMP TASK OPTIONS

Committee asked that Mr. Ken Cameron be invited to a future meeting concerning procedure layout and staff.

ITEM III: ENERGY STRATEGY DRAFT - COMMENTS FROM GVRD

Committee received this report for information.

ITEM IV: COMPOST PUPPET SHOW

Committee received this report for information.

ITEM V: OTHER BUSINESS

a) Cat & Fiddle Pub

Committee asked the Deputy Engineer to forward the information to the Parks & Recreation Committee for their review and possible implementation of trees.

b) Salmon Resources

Committee asked that a report be forwarded to Council to look into a judicial inquiry regarding the Salmon Resources, but first add background information from the coalition and return to Committee.


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EPC Minutes of October 26, 1995 Cont'd ...

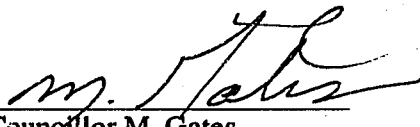
c) 2133 Anita Drive

Committee received an updated report from the Ministry of Health for information. Phone numbers for the Ministry of Environment and Department of Fisheries are to be forwarded to the Councillor's boxes.

The meeting adjourned at 6:00 p.m.



J.E. Yip, P. Eng.,
Deputy City Engineer

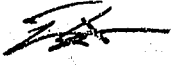


Councillor M. Gates
Committee Chairman

JEY/cd

NOTE: Minutes not read and adopted by the Committee until certified correct by the Committee Chairman's signature.

cc: Mayor and Councillors
City Administrator
Igor Zahynacz, P. Eng., City Engineer
Michael Davies, P. Eng., Project Engineer
Anne T. Pynenburg, Project Technician


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Item II

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

MEMORANDUM

TO: Environmental Protection Committee

DATE: October 04, 1994

FROM: Anne T. Pynenburg
Project Technician

SUBJECT: FREMP TASK FORCE OPTIONS - ^{IN}FORMATION ONLY

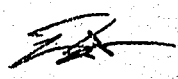
Attached is a copy of reports sent to Strategic Planning Committee, Sewerage & Drainage Committee and Budget Committee and deals with the option to merge two government bodies - FREMP and BIEAP (Burrard Inlet Environmental Program).

See page 5 for staff recommendations from G.V.R.D.

Also attached is a copy of FREMP's Annual Report.


Anne T. Pynenburg
Project Technician

attach


OCT 2 6 1994



Greater Vancouver Regional District
4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

B3.2

Regional Manager
Telephone (604) 432-6210

**Strategic Planning Committee Agenda
7 September 1994**

To: Strategic Planning Committee
Sewerage and Drainage Committee
Budget and Administration Committee

From: B.E. Marr
Regional Manager

Date: 24 August 1994

Re: Report of the Task Force on FREMP/BIEAP Options

1. Purpose


To present the report of the Task Force on FREMP/BIEAP Options and to recommend a course of action to the Board.

2. Background

The Burrard Inlet Environmental Action Program (BIEAP) and the Fraser River Estuary Management Program (FREMP) are intergovernmental entities to coordinate the activities of federal, provincial and local government entities in a manner that transcends formal jurisdictional boundaries. The GVRD was a founding member of BIEAP when it was established under a five-year agreement among the parties in 1991. The GVRD became a member of FREMP at the invitation of the other parties under a three-year agreement set up in 1991. The FREMP agreement is being extended by the parties for a further two-year period to 31 March 1996.

During the past two years, concerns have been raised by members of the GVRD Board about the value of the GVRD's participation in these two programs and the possible benefits that might be achieved from partial or complete merger of the programs. The Management Committees of the two programs appointed a Task Force to review this matter. The Terms of Reference of the Task Force were approved by the Board in early 1994.

In the process of considering the proposed two-year extension of the FREMP agreement in March 1994, the Strategic Planning Committee again considered the benefits of partial or complete merger. To underline its dissatisfaction with the status quo, the Committee recommended that the Board approve the extension of the agreement and simultaneously give the necessary one year's notice of its intention to withdraw from both programs as of 31 March 1995. It was understood that this notice period would give all of the parties to the two

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agreements the opportunity to consider merger options and that the Task Force report would provide a factual basis for this process.

3. Policy

Creating Our Future 1993 Strategic Policy 4. Improve the environmental quality of the region's receiving waters, through the following operational policies:

- expedite and fast-track the implementation of the Liquid Waste Management Action Plan;
- continue to participate in and support the Burrard Inlet Environmental Improvement Action Plan;
- continue to participate in and support the Fraser River Estuary Management Program;
- participate actively in the Fraser Basin Management Program;
- support efforts to restore the environmental quality of Howe Sound.

4. Discussion

Attached as Appendix A is a memorandum from the Management Committees to the senior representatives of the parties to the two agreements containing the Committees' recommendations concerning the Task Force report. Appendix B is the Executive Summary of the Task Force Report. Copies of the full report are available from Ken Cameron, Manager, Strategic Planning, at 432-6379.

The Management Committees suggest that immediate attention be given to the structure(s) for integrated resource management for Burrard Inlet and the Fraser River Estuary for the period following expiry of the current agreements on 31 March 1996. In the period prior to that date the feasibility of some of the integration options is limited by the fact that they would require amendments to the agreements that might be resisted by some of the parties and would, in any case, be difficult to achieve in the relatively short time period the agreements have left to run. The Management Committees recommend that the parties consider changes that can be made without amending the agreements, including the integration of the Management Committees, the staff organizations and the project registries of the two organizations. The Task Force report includes a financial analysis prepared by a management consultant that shows that the dollar savings that might be achieved by integration are quite small - in the order of \$35,000 in a combined budget of \$1 million shared among seven parties.

GVRD staff believe that the recommendations of the Task Force are reasonable and supportable. The Board should be aware, however, of the distinct possibility that the recommendations will not be acceptable to all of the parties to the two agreements. It is important, therefore, for the Board to consider the interests it has at stake in these two programs from the perspective of its mandates in strategic planning, regional parks and recreation and liquid waste management.

Strategic Planning

BIEAP and FREMP provide an opportunity to link the Board's major policies in **Creating Our Future** and the **Livable Region Strategic Plan** to the management of land and water areas lying beyond the jurisdiction of member municipalities. FREMP's recently completed Estuary Management Plan highlights the ways in which federal and provincial authorities can support regional priorities such as the Green Zone and provision for efficient and safe movement of goods and people.

Because BIEAP has been more focused on actions to improve environmental quality, there has been less of a linkage between the Board's strategic planning objectives and BIEAP activities. The major issues in land and water use have been addressed in the Vancouver Port Corporation's Port 2010 plan, to which the Board has contributed comments.

Involvement in BIEAP and FREMP provides the GVRD with the opportunity for direct interaction with the land management agencies in Burrard Inlet (Vancouver Port Corporation) and the Fraser River Estuary (Fraser River Harbour Commission, North Fraser Harbour Commission and the Ministry of Environment, Lands and Parks). As harmony between regional and municipal planning policies is developed, the GVRD's involvement provides a context for complementary specific policies on land and water use for upland and wetted areas that can be formalized through area designation agreements such as those already in place in Richmond and Burnaby.


Regional Parks and Open Space

GVRD Parks has been actively involved in providing a regional recreation perspective to both BIEAP and FREMP. This has included the identification of critical sites, the development of integrated recreational concepts (e.g. the Fraser River islands) and the organization of interpretive programs and events. This involvement predates the GVRD's involvement in BIEAP or FREMP and would likely continue even if that involvement terminated.

Liquid Waste Management

A major reason for the GVRD becoming actively involved in BIEAP and FREMP was the hope that this involvement might produce a single overall philosophy for the management of water quality in these receiving waters and a context for regional liquid waste management priority setting within that philosophy.

In practical terms, this has not been the experience to date. For most of the life of the current agreements, BIEAP and FREMP have been gathering scientific information on water quality issues without any overall context for the use of this information in determining priorities for action. In fact, the diversion of scarce federal funding for water quality science to a number of competing programs has impeded the development by FREMP of a reliable information base on water quality. In the meantime, initiatives such as the B.C. Environmental Protection Act have been proceeding through the policy-making process without any apparent consideration of their impact on the coordination of water quality management programs in Burrard Inlet or the Fraser River Estuary.

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With literally billions of dollars at stake in the resolution of these issues, staff have had serious reservations about where the GVRD's limited professional resources should be best deployed. The issue was brought sharply into focus in the consideration of FREMP's Estuary Management Plan, which required intensive negotiations to produce wording acceptable to all the parties. As a result, an effort is being made to develop "an integrated approach to water quality management" in the Fraser River Estuary by 1995, a process that will dovetail with the GVRD's Stage 2 Liquid Management Planning process. If all of the parties are able to come to agreement on such an approach, the result would provide major benefits to the water resources of the region and the interests of its residents and communities. If not, then the Board would have to consider the benefits of continuing its involvement in these programs, in their current or revised forms, beyond 1996.

It is evident from the above discussion that the GVRD derives significant actual and potential benefit from its involvement in BIEAP and FREMP and in whatever structure exists following the termination of the present agreements. It is equally evident that the District's interests would be better served by integration of some if not all of the activities of the two programs in some reasonable time frame. In this regard, it is worth noting that the financial benefits of integration are minimal and that the continued involvement and commitment of the other participants is essential.

5. Options

- (a) The Board could reject the recommendations of the Management Committees. This would be contrary to the Board's interests and to its previous positions on integration.
- (b) The Board could accept the recommendations of the Management Committees and agree to withdraw its notice of termination if the other parties accept them. This is the recommended option.

6. Financial Implications

The GVRD's annual contributions to BIEAP and FREMP amount to \$180,000 per year from the Strategic Planning budget.

7. Member Municipalities

Member municipalities in the FREMP area participate directly in their activities and the BIEAP programs provide opportunities for participation by municipalities in its area.

8. Intergovernmental

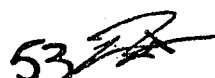
BIEAP and FREMP are intergovernmental programs.

9. Communications/Education

BIEAP and FREMP maintain communications and education programs that are documented in the Task Force report. These programs are coordinated with GVRD programs where appropriate (e.g. Fraser River Festival).

10. Staff Recommendations

- (a) That the Strategic Planning Committee recommend that the Board approve the following recommendations and urge the other parties in BIEAP and FREMP to approve them:
 - (i) That the parties to BIEAP and FREMP agreements commence immediately to prepare proposals for program mandate(s) and organizational structure(s) for integrated resource management in Burrard Inlet and the Fraser River Estuary, either jointly or separately, for the period following the conclusion of the BIEAP and FREMP agreements on 31 March 1996.
 - (ii) That, in the period prior to 31 March 1996, the parties to the BIEAP and FREMP agreements:
 - merge the activities and members of the BIEAP Steering Committee, the BIEAP Implementation Committee and the FREMP Management Committee into a joint Management Committee comprised of a representative from each of the parties to the two agreements and co-chaired by Environment Canada and the Ministry of Environment, Lands and Parks;
 - continue the policy and technical activities of BIEAP and FREMP as currently being implemented, but direct the Management Committee(s) to identify and implement opportunity for enhanced effectiveness through cross-fertilization of ideas between the two programs;
 - consolidate the BIEAP Program Coordinator's Office and the FREMP secretariat into one staff organization reporting to the Management Committee(s), but maintain the two program offices until such time as the parties determine that combining the offices will advance the objectives of the programs and the interests of the parties; and
 - continue to maintain separate environmental review processes, but directing the Management Committee(s) to consider establishing a single project registry.

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- (b) That the Strategic Planning Committee recommend that the Board inform the other parties to the BIEAP and FREMP agreements that it is prepared to withdraw its notice to terminate its involvement in the programs if the other parties approve of the above recommendations.

11. Committee Comments

12. Committee Recommendation

13. Board Decision

Attachments:

- Appendix A: Memo to the Senior Representatives of the Parties
Appendix B: Executive Summary of the Report of the Task Force on
FREMP/BIEAP Options

OAKCSCRIPTS\FREMP.DOC

TO: Senior Representatives of the Parties
Burrard Inlet Environmental Action Program
Fraser River Estuary Management Program

FROM: Management Committees
Burrard Inlet Environmental Action Program
Fraser River Estuary Management Program

DATE: 24 August 1994

RE: REPORT OF THE TASK FORCE ON FREMP/BIEAP OPTIONS

Attached is a copy of this report. After consideration of the report, the Management Committees have decided to make the following recommendations:

1. That the parties to BIEAP and FREMP agreements commence immediately to prepare proposals for program mandate(s) and organizational structure(s) for integrated resource management in Burrard Inlet and the Fraser River Estuary, either jointly or separately, for the period following the conclusion of the BIEAP and FREMP agreements on 31 March 1996.
2. That, in the period prior to 31 March 1996, the parties to the BIEAP and FREMP agreements consider:
 - (a) merging the activities and members of the BIEAP Steering Committee, the BIEAP Implementation Committee and the FREMP Management Committee into a joint Management Committee comprised of a representative from each of the parties to the two agreements and co-chaired by Environment Canada and the Ministry of Environment, Lands and Parks;
 - (b) continuing the policy and technical activities of BIEAP and FREMP as currently being implemented, but directing the Management Committee(s) to identify and implement opportunity for enhanced effectiveness through cross-fertilization of ideas between the two programs;
 - (c) consolidating the BIEAP Program Coordinator's Office and the FREMP secretariat into one staff organization reporting to the Management Committee(s), but maintaining the two program offices until such time as the parties determine that combining the offices will advance the objectives of the programs and the interests of the parties; and
 - (d) continuing to maintain separate environmental review processes, but directing the Management Committee(s) to consider establishing a single project registry.

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EXECUTIVE SUMMARY

The Fraser River Estuary Management Program (FREMP - established in 1985) and the Burrard Inlet Environmental Action Program (BIEAP - established in 1991) are joint efforts created by agencies and departments of government with clear interests in water-based resource management and economic development in their respective parts of the Greater Vancouver region. The two programs operate under management committees comprised of representatives of the sponsoring organizations, (Environment Canada, the Department of Fisheries and Oceans, the Ministry of Environment, Lands and Parks, the Greater Vancouver Regional District, the North Fraser and Fraser River Harbour Commissions (for FREMP) and the Vancouver Port Corporation (for BIEAP)).

The Task Force was established by the management committees in February 1994 to evaluate the potential for organizational changes that would produce better resource management from the programs at the same or lower cost. The review was prompted by an interest in achieving more efficient, effective administration and by the need to consider organizational requirements for resource management in the Lower Mainland in the context of emerging broader initiatives such as the Fraser Basin Management Program and the Georgia Basin Initiative.

The activities of the two programs were evaluated according to the following categories: policy and technical activities, project review activities and support activities. The policy and technical activities of the programs, while similar in general intent, are quite different in their approach to the provision of effective resource management in the Estuary and Inlet. The project review activities are similar in function but rely upon different personnel with different expertise in their review of applications for development. The support activities are similar in function but reflect different emphases, with the FREMP activities stronger in program management and technical support and the BIEAP activities stronger in public communications, public education and public involvement.

A review of the programs in relation to the needs of their customers revealed that the programs provide a wide range of government agencies with an opportunity to coordinate their activities, including the pursuit of sustainable economic development. In providing this function, the programs also provide a point of contact and influence for a diversity of non-government business, environmental and general public interests.

Consideration of broad alternatives confirmed that improving on the present structures is likely to be more effective than terminating the efforts and replacing them with a joint technical advisory committee, a "super-agency" or with nothing. Each of the program components in the present structures was therefore reviewed in terms of what would happen under the status quo, an administrative merger or a program merger. This review concluded that there is little benefit to be gained from merging the policy and technical activities during the life of the current agreements. There is also a case for continuing to run separate project review processes, but these should be supported by a single project registry system on an electronic platform. The public communications and involvement activities would have to have separate components as

*Report of the Task Force on Options for the Fraser River Estuary Management Program and
the Burrard Inlet Environmental Action Program*

long as they serve separate policy and technical programs. The management and administrative support activities would be strengthened by being merged.

An analysis of the current agreements established that many administrative changes could be made by agreement of the parties or under the authority of the management committees without amending the agreements. Changes beyond these which would require amendments (and therefore the consent of all parties) include any merger of policy and technical activities, integration of budgets and changes to financial administration arrangements.

The report concludes that merger of the programs or of their policy and technical activities would require amendments to the existing agreements which would not be supported by all of the parties and be difficult to achieve during the relatively short period of time the agreements have left to run. It would be more fruitful to focus on the resource management structure that should be in place for the Inlet and the Estuary after the expiry of the agreements in early 1996.

Within the terms of the existing agreements, there are three changes that could be considered by the parties. These are: merger of the management committees, merger of the staffs, and creation of a single project registry to support the continuation of the two project review processes. Few if any savings could be achieved by these measures; the more significant benefit would be improved management and performance of existing activities. More significant (but still modest) savings could be attained by consolidating the offices in one location, but these gains could only be made at the expense of other values such as proximity to customers and to the water resources themselves which are important to some if not all of the parties to the agreements.

A review of the financial implications of the program options was conducted by a management consultant. It concluded that the potential financial savings from merging activities are so limited that they should not be a major factor in considering various options.

The report concludes that options that require amendments to the existing agreements are probably not worth pursuing. The more important need is for the parties to determine what structure(s) should be in place when the current agreements expire in March 1996. In the meantime, the parties should consider integrating the management committees, the administrative staff and the project registries of the two organizations.



Greater Vancouver Regional District

4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

Located at: Metrotower II, 15th Floor, 4720 Kingsway, Burnaby, B.C. (enter from Central Boulevard)

Strategic Planning Department

Telephone (604) 432-6375

B3.3

Strategic Planning Committee Agenda 7 September 1994

To: Strategic Planning Committee

From: Ken Cameron, Manager
Strategic Planning

Date: 30 August 1994

Re: Establishing A Greater Vancouver Receiving Waters Technical Advisory Committee

1. Purpose

To report on the feasibility of establishing a permanent, intergovernmental Receiving Waters Advisory Committee for Greater Vancouver.

2. Background

At its February 1994 meeting, the Strategic Planning Committee recommended that the Board extend the Fraser River Estuary Management Program agreement for one year on the understanding that the Fraser River Estuary Management Program and the Burrard Inlet Environmental Action Program will be merged in one year. In the discussion, it was suggested that FREMP and BIEAP might be replaced by a technical, permanent, intergovernmental committee to advise on issues related to the region's receiving waters. This committee would be supported by the GVRD with participation from the senior government entities currently involved in the FREMP and BIEAP programs. The Strategic Planning Committee directed staff to investigate the feasibility of this option and report back

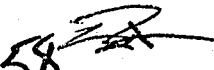
3. Policy

Action 4 in Creating Our Future states that the GVRD will improve the environmental quality of the region's receiving waters, through the following operational policies:

- Expedite and fast-track the implementation of the Liquid Waste Management Action Plan.
- Continue to participate in and support the Burrard Inlet Environment Improvement Action Plan.
- Continue to participate in and support the Fraser River Estuary Management Program.
- Participate actively in the Fraser Basin Management Program.

Support efforts to restore the environmental quality of Howe Sound.

Action 16 states that the GVRD will develop and implement a regional open space and nature conservancy program, through the following policies:

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- Develop a major parks and open space plan, in conjunction with municipalities, other regional districts and the Province.
- Pursue the protection of wildlife sanctuaries, wetlands, and strategic areas in the Pacific Flyway, in conjunction with municipalities, the Province and Federal authorities.
- Examine ways to ensure fair treatment for municipalities which forego development in order to provide regional open space.

Action 30 states that the GVRD will help to create a supportive and globally competitive climate for economic change and growth with particular attention to transportation, tourism and export-oriented business services and technology-based manufactured products.

Action 34 states that the GVRD will maintain and strengthen cooperative regional strategic planning and decision-making processes, involving all levels of government, to pursue Creating Our Future objectives.

4. Discussion

The Fraser River Estuary Management Program (FREMP) coordinates planning and development in the Fraser River estuary. The Burrard Inlet Environmental Improvement Action Plan (BIEAP) provides integrated environmental planning for Burrard Inlet. The GVRD, the federal Departments of the Environment and Fisheries and Oceans and the provincial Ministry of the Environment are partners in both programs. Additional partners in FREMP are the Fraser River and North Fraser Harbour Commissions, while the Port of Vancouver is a partner in BIEAP.

The GVRD is a full partner in FREMP and BIEAP to realize Creating Our Future objectives in the areas of receiving water quality, wetland and wildlife habitat protection, park and open space planning, economic development, and coordinated decision-making and planning processes.

FREMP is recognized internationally as an effective model for integrated estuary management. FREMP has five major ongoing programs:

- the Coordinated Project Review Process, which provides a "single-window" for investors to obtain reviews of proposed economic development projects affecting the estuary,
- the Estuary Management Plan, which sets out general policy directions for how the estuary will be managed in the future and the locations of various activities thus providing the frame of reference for the Coordinated Project Review Process and the Area Designation Agreements,
- the Area Designation Agreements, through which compatibility of adjacent water and land uses is achieved,
- the Coordinated Environmental Quality Monitoring Program which is establishing baseline information on the "health" of the estuary and providing information to more effectively target remedial actions, and
- the Public Education Strategy, which includes school programs and community group involvement in environmental clean-ups.

These programs are recognized as necessary elements of effective estuary management, are mutually supportive, and have been developed through careful consideration of the needs of the estuary, industry and various communities. The Environmental Review Committee, Water and Land Use Committee and Water Quality Management Committee of FREMP, composed of "seconded" government staff, have the responsibility for most of these programs.

BIEAP has a similar program structure to FREMP, with five major program areas:

- Burrard Environmental Review Committee
- Land and Water Use Planning
- Pollution Abatement
- Site Remediation
- Public Involvement

Differences from FREMP are due to the particular characteristics of Burrard Inlet.

An intergovernmental technical advisory committee on receiving waters would presumably advise participating government agencies on the impacts of various effluents on the region's receiving waters. This would require some degree of shared information on current water quality. Consequently this proposed Committee might continue to support a coordinated water quality monitoring program and research efforts to link water quality to overall environmental quality and such concerns as salmon survival; these are ongoing programs in FREMP and BIEAP.

This proposed committee might be similar to FREMP's Water Quality Management Committee, extended to include Burrard Inlet. The existing Water Quality Management Committee is composed of funding agency representatives and is charged with articulating an integrated approach to water quality management and developing an integrated water quality monitoring program that produces policy-relevant information.

However, replacing FREMP and BIEAP with an intergovernmental technical advisory committee strictly concerned with receiving water quality would:

- remove the "single-window" project review processes that are a significant positive feature of FREMP and BIEAP resulting in significant additional costs and uncertainty for investors, environmental groups, government agencies and communities,
- result in the loss of valuable work completed to prepare the Fraser River Estuary Management Plan and the certainty it provides to investors, environmental groups, communities and others,
- result in the loss of Area Designation Agreements as a mechanism for coordinating upland and foreshore uses,
- result in the loss of the public communication and education programs of BIEAP and FREMP that provide a "single window" for community groups and others interested in knowing what is going on in the estuary or the inlet and that encourage broad public appreciation of the estuary and the inlet,
- reduce the ability of the GVRD to pursue Creating Our Future objectives as they relate to the estuary without significant additional effort and costs to establish new partnerships, and

- require the GVRD to allocate significant staff and other support resources to provide secretariat support to the committee.

Finally, it is unlikely that the other partners in FREMP and BIEAP would support replacement of these coordinating programs with a narrowly focused technical advisory committee coordinated by the GVRD. A Task Force is reviewing the merger of FREMP and BIEAP. It will be reporting on merger options in early July.

5. Options

The Strategic Planning Committee may:

- (a) Receive this report for information. This is the recommended option.
- (b) Recommend that the Strategic Planning Committee further investigate the option to replace the Fraser River Estuary Management Program and Burrard Inlet Environmental Action Program with a Receiving Waters Technical Advisory Committee, coordinated and supported by the GVRD, and that the Strategic Planning Committee direct staff to develop a detailed study outline for consideration.

6. Financial Implications

The GVRD's contribution to FREMP and BIEAP is \$100,000 and \$80,000 per year, respectively. The cost to the GVRD of supporting and coordinating a Receiving Waters Technical Advisory Committee and further, of establishing new partnerships to pursue the Board's other policy objectives with respect to the estuary, has not been established. This could be estimated in a follow-up study if the Strategic Planning Committee wishes to pursue the establishment of a Receiving Waters Technical Advisory Committee.

7. Member Municipalities

Member municipalities are involved in FREMP through the Water and Land Use Committee. They are not directly represented in BIEAP. Municipalities could be represented on the Receiving Waters Technical Advisory Committee.

8. Intergovernmental

The subject of this report.

9. Communications/Education

Both FREMP and BIEAP have public communications and education programs. Replacing FREMP and BIEAP with a Receiving Waters Technical Advisory Committee would result in the loss of these programs.

10. Staff Recommendations

That the Strategic Planning Committee receive "Establishing a Receiving Waters Technical Advisory Committee for Greater Vancouver", dated August 30, 1994, for information.

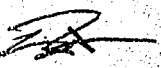
11. Committee Comments

The Technical Advisory Committee considered the proposal to establish a receiving waters technical advisory committee at its meeting of June 17, 1994. The Committee did not consider the proposal advisable for the reasons outlined in the report but supported efforts to remove duplication between FREMP and BIEAP where it would lead to cost savings.

12. Committee Recommendation

13. Board Decision

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Greater Vancouver Regional District

4330 Kingsway, Burnaby, British Columbia, Canada V5H 4G8

Strategic Planning Department

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Located at: Metrotower II, 15th Floor, 4720 Kingsway, Burnaby, B.C. (enter from Central Boulevard)

**Strategic Planning Committee Agenda
7 September 1994**

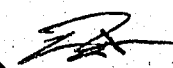
To: Strategic Planning Committee
From: Ken Cameron, Manager, Strategic Planning
Date: 31 August 1994
Re: Approval of 1995 Program Objectives for Strategic Planning

Each annual budget process begins with a set of program objectives for the year. Attached is a memorandum to the Regional Manager that reviews progress to date on the 1994 objectives and proposes 1995 objectives.

These objectives will form the basis for the preparation of the 1995 Program and Provisional Budget, which will be placed before the Committee for initial consideration at its October meeting.

RECOMMENDATION

That the Strategic Planning Committee approve the proposed 1995 Program Objectives for Strategic Planning.

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MEMORANDUM

Greater Vancouver Regional District

Strategic Planning Department

TO: B.E. Marr
Regional Manager

DATE: August 30, 1994

FROM: Ken Cameron
Manager, Strategic Planning

RE: 1995 PROGRAM OBJECTIVES FOR STRATEGIC PLANNING

In 1988, the goal of the Development Services Department (now the Strategic Planning Department) was established as follows:

To facilitate planning and decision-making that will encourage prosperity, a clean environment and high overall livability at the lowest possible public cost.

Each year since then we have established program objectives as the basis for the preparation of the Department's annual work program and budget. This memorandum reviews the progress made on the 1994 objectives and it proposes objectives for 1995.


REVIEW OF 1994 OBJECTIVES

The following is a list of the 1994 objectives set out in my memo to you of 30 August 1993, together with a commentary on what has been achieved and is likely to be achieved in 1994.

1. Coordinate Creating Our Future implementation.

The department tracks the implementation of Creating Our Future as the overall vision for the efforts of the GVRD and its members to maintain and enhance livability and environmental quality. Two key themes in 1994 are the positive interrelationships among Creating Our Future's objectives in air quality, transportation and land use and the financial benefits of managing growth to attain Creating Our Future goals. The Department has been involved in the District's initiatives in long-range financial planning and in mandate and intergovernmental issues.

A progress report on Creating Our Future implementation will be produced this fall.

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2. Coordinate the review and refinement of the Livable Region Strategic Plan and Transport 2021 Reports.

A major effort was made in the first half of 1994 to support the review of the proposals referred by the Board to municipalities and other groups and to analyse and process the results. This culminated in the series of decision taken by the Board on 29 June 1994 to approve the vast majority of the policies contained in these reports and to establish a process for addressing the four major outstanding issues (growth targets, economic implementation strategy, rapid transit phasing and financial and institutional arrangements for transportation). Continuing intensive effort is being made to meet the target of December 1994 set by the Board for completion of the necessary work to resolve these issues and permit the Board to consider a timetable and approach to the conclusion of the approval process.

3. Establish the framework for implementation of regional plans.

The Department also provided support for the consideration of the Procedural Resolution for the Preparation, Adoption and Implementation of a Regional Strategic Plan which was approved in principle by the Board in 1993 and referred to member municipalities for comment. The Board gave final approval to the resolution in May 1994.

The principles of consensus and partnership reflected in the Resolution are the basis for the District's participation in the effort by the Ministry of Municipal Affairs to draft growth management legislation for consideration by the Legislature in 1995.

The organization review of the Strategic Planning Department proposed in the 1994 objectives was not funded in the budget process.

The Department continued to be deeply involved in improving the links between the Board's **Creating Our Future** and strategic planning policies and the activities of other regional initiatives such as the Fraser River Estuary Management Program, the Burrard Inlet Environmental Action Program, the Fraser Basin Management Program, the Georgia Basin Initiative, the B.C. Round Table on Environment and Economy, the B.C. Energy Council and the Commission on Resources and Environment.

By the end of 1994, the Department will identify opportunities for pilot partnership agreements with entities whose cooperation is critical to the implementation of the GVRD's regional plans.

4. Investigate the social, economic and financial implications of regional plans.

The social implications of the Livable Region Strategy and Transport 2021 have been addressed through research on comparative housing costs and future housing needs and through a review of the strategy proposals by the Technical Advisory Committee's Social Issues Committee. In addition, further work will be undertaken this fall on the complete communities policies which will include social aspects. Consideration of the financial and economic implications is part of the purpose of the Economic Implementation Strategy being prepared as a result of the Board's 29 June 1994 decisions on the Proposals.

5. Continue to improve regional information, modeling and forecasting services.

The new Geographic Information System has been brought on line in 1994. It is being loaded with a wide range of land use and other information and is being used for analytical work such as the status of Green Zone lands protection and the population growth aspects of the liquid waste cost allocation study. A demonstration of the capabilities of this new resource is being arranged for the Strategic Planning Committee this fall.

Data from the 1992 Travel Survey are continuing to be analysed and applied to the Department's transportation modeling capability. A Trip Diary Survey will be conducted in November 1994 as a key step in developing a long-awaited PM Peak and 24-Hour modeling capability.

PROPOSED 1995 OBJECTIVES

Program planning for 1995 must be based upon two assumptions:

- That the outstanding issues concerning the Livable Region Strategy and Transport 2021 Proposals will be resolved so that the Board can confirm its policies in an adopted Regional Strategic Plan;
- That the Province will introduce legislative amendments that will affect the conduct of regional planning and the scope and effect of regional plans.

If these assumptions prove correct, the Strategic Planning program can move strongly into implementation partnerships while maintaining the **Creating Our Future** policy framework and continuing to improve its knowledge base.

1. Coordinate Creating Our Future implementation and renewal.

The Department will continue to play its role as the focal point for the coordinated implementation of the vision, goals and objectives of **Creating Our Future**. This policy statement will mark its fifth anniversary in 1995, which suggests the need to consider a comprehensive review and update to confirm the overall direction and to update the policies in the light of progress made in implementation and any shifts in the priorities of local government and the public at large. A review process should be designed in late 1995 for implementation as part of the 1996 program and budget for Strategic Planning.

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2. Finalize adoption of the Livable Region Strategic Plan.

In December 1994, the Board will determine the approach and timetable for further stages in the adoption process for the Livable Region Strategic Plan. At a minimum, there will be a need to support the formal stages in the process (public hearing, provincial review, etc.) and there may be a need to address as yet unknown issues such as the status of an adopted plan under provincial growth management legislation.

3. Establish a stable transportation planning and implementation process.

It is expected that all or part of the work on a financial and institutional framework for transportation will extend into 1995 before it is concluded. Within this framework, there will be a need to develop and establish arrangements for transportation demand management, capital planning for transportation and the structure for planning and delivery of public transit service in the region.

4. Develop strategic implementation partnerships.

An early start will be made on the development of prototypical partnership agreements to provide the links between the Regional Strategic Plan and key implementation entities. Examples would include:

- an agreement or agreements to protect key lands in the Green Zone, which could be concluded with one or more agencies such as the Agricultural Land Commission, adjacent regional districts, FREMP or BIEAP;
- model partnership agreements with municipalities - say, one with a municipality whose growth would be significantly above trend in the Regional Strategic Plan and one with a municipality whose growth would be significantly below trend;
- an agreement with the Ministry of Employment and Investment on the development of infrastructure within the region; and/or
- an agreement with a federal creation such as the Vancouver International Airport Authority.

5. Amplify and demonstrate critical strategic policies.

The Livable Region Strategic Plan provides a broad policy framework. In 1995, policy development work will focus on amplification and demonstration of policies that are critical to the success of the Strategy. These include transportation demand management, the development of complete communities and an economic implementation strategy. This work may proceed through the establishment of specific task forces involving the key partners and Board representation.

6. Maintain and expand public awareness and knowledge of the Regional Strategic Plan.

Implementation of many aspects of the Livable Region Strategic Plan, such as the expansion of transportation demand management measures, will require substantial public support. The 1995 public communications program will continue efforts to maintain and expand public awareness of the benefits that can be achieved through implementation of the Strategy and the knowledge of how individuals may contribute through their own actions. The program will focus on the critical strategic policies.

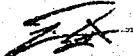
7. Respond to provincial growth management legislation.

Provincial growth management legislative proposals will require careful review and analysis to ensure they will facilitate the approach to regional planning developed by the Board. After the proposals have been put in legislative form, transitional measures made need to be considered to allow the Board's strategic planning activities and plan to operate under the new arrangements.

8. Continue to develop and apply our knowledge base.

Preparation of the Livable Region Strategy and Transport 2021 Proposals has stimulated a rapid increase in the development and use of the Department's data, modeling and forecasting tools. With the digestion of recent major acquisitions such as the GIS system and the 1992 Travel Survey Data now nearing completion, there is an opportunity to use these resources to expand our knowledge about the region and to increase access to that knowledge by member communities and others.

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THE CORPORATION OF THE
CITY OF PORT COQUITLAM

MEMORANDUM

TO: Environmental Protection Committee DATE: October 04, 1994

FROM: Anne T. Pynenburg
Project Technician

SUBJECT: ENERGY STRATEGY DRAFT - COMMENTS FROM GVRD - FOR
FORMATION ONLY

Attached is a copy of comments on the Energy Strategy for B.C. submitted by G.V.R.D.

The G.V.R.D. makes the following recommendations:

The BC Energy Council should re-examine the benefits of a strategic dimension for energy planning in urban regions.

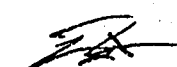
Energy planning should be recommended as a component not only of municipal plans, but also of a regional strategic services, processes, and plans.

Energy planning should be recommended as a consideration in any institutional framework for the management of growth in urban regions.

The draft energy strategy should be amended to include these elements.


Anne T. Pynenburg
Project Technician

attach


OCT 26 1994


DRAFT

Submission to the British Columbia Energy Council

The Comments of the Greater Vancouver Regional District on

*PLANNING TODAY FOR TOMORROW'S ENERGY:
AN ENERGY STRATEGY FOR BRITISH COLUMBIA (Draft)*

August 30, 1994


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INTRODUCTION

Thank you for the opportunity to comment on the draft energy strategy of the British Columbia Energy Council. This review presents the comments and recommendations of the Greater Vancouver Regional District (GVRD) toward the revision of the draft energy strategy.

The review is in four sections. The first section presents an overview of the GVRD experience related to energy issues. The second presents GVRD comments on the general approach of the draft energy strategy. The third contains recommendations to the British Columbia Energy Council. The final section is an appendix containing detailed comments and questions on specific elements of the draft energy strategy.

OVERVIEW: ENERGY AND THE GREATER VANCOUVER REGIONAL DISTRICT

The Greater Vancouver Regional District promotes the principles of energy sustainability and conservation throughout all of its diverse corporate activities. The GVRD pursues energy conservation as a corporate objective, and is a designated PowerSmart organization. This objective is pursued through such in-house activities as the use of energy-efficient lighting systems, organization-wide recycling programs, the fuel-efficient operation of the GVRD vehicle fleet, the involvement in the Provincial Fuel-Smart Program, the adoption and use of the Environmental Procurement Policy, and the institution of a permanent employee committee to address energy and environment issues.

The GVRD is already examining the potential of local power production through the installation of a generator at the Cleveland Dam. This principle (using local power sources) is advanced through an existing program for the collection and use of landfill gases (methane) for power generation.

All regional strategic planning initiatives by the GVRD are undertaken according to the principles of livability, conservation, and sustainability. The vision statement, *Creating Our Future 1993*, presents a set of 36 steps which outline the creation of a metropolitan region that combines economic vitality with the highest standards of livability and environmental quality. *Creating Our Future* specifies the principles, policies, and actions necessary to realize the vision.

The principles of conservation and sustainability are incorporated in planning for the provision of physical services in the region, through the Liquid Waste Management Plan and the Solid Waste Management Plan, and in planning for the control of regional air pollution, through the Draft Air Quality Management Plan.

Following the direction of *Creating Our Future*, the GVRD has developed a coordinated regional land use and transportation plan called the Livable Region Strategy. This strategy is intended to provide the Greater Vancouver region with ways to accommodate another million residents by the year 2021 while maintaining the current quality of life for new and existing residents. The Livable Region Strategy seeks to manage population and employment growth through the negotiation of growth targets in each subregion of the GVRD (and in neighbouring subregions in other regional districts). The strategy also promotes the conservation of agricultural and recreation lands through the creation of "green zones" where urban development is limited or forbidden, and supports the development of a hierarchy of "town centres" where local growth in each subregion may be focused.

The transportation component of the Livable Region Strategy is drawn from the Transport 2021 *Long-Range Transportation Plan for Greater Vancouver*. The British Columbia Energy Council draft energy strategy parallels many of the recommendations of Transport 2021, particularly with respect to the use of transportation demand management, roadway tolls, parking fees and management, and the provision of viable transportation alternatives to the single-occupant automobile.

In general, there are many similarities and commonalities between the regional planning initiatives of the GVRD and the draft energy strategy of the British Columbia Energy Council. Some of these similarities are: the underlying principles of conservation and sustainability; the concern for air quality and the prevention of urban sprawl; the dedication to public consultation and participation; and the realization that partnerships between jurisdictions can produce common solutions to shared problems.

COMMENTS: STRATEGIC ENERGY PLANNING IN URBAN REGIONS

As discussed in the draft energy strategy (p. 6), "energy planning harmonizes with other areas of planning." Just as the Energy Council has recognized that the methods of sustainable energy planning will have collateral benefits for other areas of community planning, so the GVRD has recognized that sensible land use and transportation planning will have energy conservation benefits. The two approaches are complementary, proceeding from opposite directions to the shared core of sustainable development.

It is therefore surprising that the Energy Council has made no provision or recommendation toward energy planning at the strategic level for Greater Vancouver or any other urban region in the province. The draft energy strategy has properly identified roles for municipalities and for the provincial government, but does not include any identification of a strategic dimension in urban regions. There are three main arguments for such an inclusion.

First, energy supply is a strategic regional resource akin to water, air, land, human capital, and financial capital. The waste of strategic resources produces social costs (inefficiencies and inequities) and environmental costs (pollution). The member municipalities of the GVRD have recognized the necessity of together addressing the protection and enhancement of these resources through a regional strategic planning process. Energy conservation and sustainability objectives should be part of this process.

Second, energy is not widely understood to be a critical issue for local governments. Part of the task of the Energy Council (or its successors) will be to convince local governments to change this view. Discussion of these issues at the regional level promises a mechanism to increase the profile of local government energy planning, and provides a long-range focus for what will certainly be a gradual process of mutual education and governmental change.

Third, energy considerations must be drawn into the core of the discussion regarding the management of growth in the rapidly changing urban regions of the province, such as the Lower Mainland, southern Vancouver Island, Nanaimo, and the Okanagan. Almost three-quarters of all British Columbians live in these four fast-growing urban areas, and the provincial government is currently examining new methods of empowering urban regions to deal with growth and change. Any enhanced institutional framework for growth management should be able to deal with energy planning.

RECOMMENDATIONS

The British Columbia Energy Council should re-examine the benefits of a strategic dimension for energy planning in urban regions.

Energy planning should be recommended as a component not only of municipal plans, but also of regional strategic services, processes, and plans.

Energy planning should be recommended as a consideration in any institutional framework for the management of growth in urban regions.

The draft energy strategy should be amended to include these elements.

APPENDIX: COMMENTS AND QUESTIONS ON SPECIFIC ELEMENTS OF THE DRAFT ENERGY STRATEGY

SUPPORT FOR ELEMENTS OF THE DRAFT ENERGY STRATEGY

The GVRD agrees with many elements of the draft energy strategy. Some of these elements are listed below in the following three categories: (a) general principles; (b) energy and municipal planning; and, (c) energy and transportation. (Page numbers refer to relevant passages of the draft energy strategy.)

A. General Principles

The Greater Vancouver Regional District supports the following assertions:

- The scope of energy planning should be broadened to include land use and transportation considerations (pp. 1, 5-6).
- The concept of integrated resource management is sound, and should be applied both as a general energy planning principle (p. 2) and as a consideration in transportation planning (p. 27).
- Sustainable energy consumption is enhanced through the use of nearby sources which conform to the definition of a sustainable or transitional resource (p. 2).
- Public consultation and public participation are requisite features of any modern planning initiative (pp. 2-3, 53).
- Broad policy initiatives are required to bridge between narrow jurisdictional domains (p. 2).
- The objective of greenhouse gas reduction (pp. 8-13) is shared by the GVRD.
- Higher charges for energy consumption should be applied directly to sustainable energy solutions (pp. 2, 18-19).

B. Energy and Municipal Planning

- GVRD supports the Council's advocacy of incentive-based ratemaking (p. 47). Particularly, utilities should not profit directly from the extension of grids to undeveloped areas of the urban fringe, since this would lead those utilities to sanction urban sprawl.
- The general principles behind the promotion of urban villages (pp. 21-22) are laudable. The GVRD promotes complete communities and town centres with a broader mix of housing, a more complete range of local services, better pedestrian and bicycle circulation systems, and better public transit service than typical postwar bedroom suburbs.

C. Energy and Transportation

Many of the transportation-related elements of the draft energy strategy (pp. 24-32) are consistent in several important respects with those of Transport 2021, the recently completed long-range transportation strategy for the Lower Mainland.

- Generally, both strategies agree that long-range transportation planning should be done at the regional level (pp. 24, 27), that road-building is no longer an appropriate solution to transportation problems (p. 26), and that single-occupant vehicle trip reduction is a preferable solution (pp. 26, 28).
- Further, both strategies propose similar methods of accomplishing a reduction in the amount of vehicle travel, such as tolls (p. 28), high-occupancy vehicle projects (p. 28), the management of regional traffic congestion at bridgeheads (p. 27), and improved community-based public transit services (p. 29).
- Additionally, several elements of the draft energy strategy are consistent with the policy recommendations of the Regional Bicycle Task Force (approved by the GVRD Board of Directors in 1993), such as the promotion of improvements to the connection between bicycles and public transit (p. 29) and the system-wide improvement of bicycle access and safety (p. 30). Particularly useful is the identification of an appropriate funding source (p. 30) for bicycle safety improvements.
- Finally, GVRD supports the draft energy strategy suggestions for working partnerships between agencies in endeavours such as demonstration projects (p. 28) and vehicle buying groups (p. 31).

SUGGESTIONS FOR RE-EVALUATION

There are a few elements of the draft energy strategy which should be re-evaluated for content or emphasis. The comments below are offered as constructive criticism toward the creation of a more effective energy strategy.

- The lack of explicit consideration of a strategic role for urban regions in energy planning is unfortunate. Without promotion by all levels of local government, the application of energy planning principles to land use and transportation planning will not be realized. The mandate of the Energy Council must be taken up by more proponents than the B.C. Utilities Commission and the Ministry of Energy, Mines and Petroleum Resources (pp. 2, 54).
- The draft energy strategy's land use comments (pp. 21-22), and particularly the videotape distributed with the draft, rely too much on the "neo-traditional" school of town planning. The benefits of increased intensity of land use, of mixed-use neighbourhoods, and of alternative transportation network strategies are accepted. It is not clear, however, that "neo-traditional" town planning is the sole or best method of deriving these benefits. Despite its philosophical strengths, "neo-traditional" development has been almost exclusively a suburban or exurban form of development. The true choice should not be between two competing forms of fringe development (of which the "neo-traditional" is admittedly superior), but between fringe development and the redevelopment of existing urban areas.

- The definition of a sustainable energy supply (pp. 2, 7) is weakened by the extreme generality of its second component ("acceptable environmental, social, health and cultural impacts"). This raises the questions of how acceptability is to be defined and by whom. These questions are at the core of the debate over sustainability. Since the draft energy strategy is so clearly presented as a "sustainable" energy strategy, this component of the definition should be clarified. One approach to defining acceptability would be to say that no net negative impacts should occur beyond the biophysical region in which the energy is used.
- The concept of requiring public transit or bicycle access improvements as part of arterial roadway improvements (p. 24) is laudable, but should not be restricted to one requirement only nor to arterial roadways only. The restriction of improvements to either bicycle or public transit networks (but not both) may reinforce an unhealthy competition between proponents of these two modes. Further, the limitation of improvements to arterial roadways only would unnecessarily restrict the range of potential improvements, particularly for bicycle accessibility (e.g., such a policy would adversely affect a current and very successful strategy in the City of Vancouver of promoting bicycle improvements to secondary streets). A better policy, promoted by both the GVRD and the BC Ministry of Transportation and Highways, would be to ensure that planning for alternative modes is done automatically to a required standard in any transportation planning process (a strategy very similar to that proposed for municipal energy planning).
- Finally, the application of development cost charges to financing public transit improvements (p. 29) could result in an inequitable distribution of social costs. New residents would pay for a benefit to the entire community of existing residents. A potentially more equitable method of financing public transit improvements (and general services) is through property taxes, a method used in many Canadian jurisdictions outside BC.

QUESTIONS ABOUT ELEMENTS OF THE DRAFT ENERGY STRATEGY

Questions arose during the review process with respect to several elements of the draft energy strategy. No specific position is taken by GVRD with respect to these elements.

- Why is energy production from municipal solid waste not recommended for exploitation as even a "transitional" energy source? Admittedly, it would be better if such waste were not produced – but it is, and will be for the foreseeable future. Methane collection from landfills is recognized by the Council as an exception to its general view, but the incineration of municipal solid waste should not be ruled out. These energy sources could be rendered unfeasible by environmental standards (i.e., if dangerous air pollution is unavoidable), but there would appear to be a practical case for considering such projects on their merits.

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- Is "social costing" exact and rigorous enough to be used as broadly as proposed in Section 11 of the draft energy strategy?
 - If applied appropriately (i.e., in existing urbanized areas), the principles underlying "neo-traditional" town planning are sound. Why then are they presented only as views of the council and not applied to the recommendations? The inclusion of "energy" in Section 945 of the Municipal Act (p. 24) will not ensure that these principles are adhered to.
 - Suburban areas in most major metropolitan areas are now significantly more complex than "low-density and single-use sprawl." The dispersal of employment sites throughout metropolitan areas, for example, is now a concern in regional transportation planning. Suburban areas are now problematic precisely because they are no longer simple "bedroom suburbs." Perhaps the views expressed in the draft energy strategy should reflect these more current planning concerns.
 - GO GREEN is a public relations strategy for raising general awareness about the environmental issues related to urban travel. The recommendation (p. 30) that the program be evaluated to determine its effect on the alteration of travel behaviour may reflect overly ambitious expectations for a program of such limited scope.
 - Why recommend (p. 29) only those bicycle network improvements which are related to safety? Concern about safety is only one element of the current transportation network that dissuades cycling. For example, major improvements also need to be made in access to roads and trails, in the availability of secure storage, and in the provision of end-of-trip services at destinations. Why not recommend more wide-ranging bicycle access improvements, and allow planning and development standards to address the safety issue?
 - Finally, the recommendation (p. 24) states that "energy" be added to the Municipal Act's official community plan section, which may not be the best vehicle for introducing energy planning to the local government context. Official community plans are general documents expressing the broad planning goals for a community or local area. Perhaps a more focused instrument will be needed for energy planning implementation.

THE CORPORATION OF THE
CITY OF PORT COQUITLAM

MEMORANDUM

TO: Environmental Protection Committee DATE: October 25, 1994
FROM: Anne T. Pynenburg
Project Technician
SUBJECT: COMPOST PUPPET SHOW - FOR INFORMATION ONLY

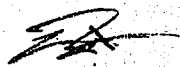
Attached is a copy of a poster sent by Allison MacKinnon of Canadian Folk Puppets advertising a "Compost Puppet Show" currently touring on Vancouver Island.

The show explains the Why? What? and How? of composting through the use of puppets. The show is geared towards elementary school age children.

A copy of the poster and cover letter has been sent to the Superintendent for School District #43.

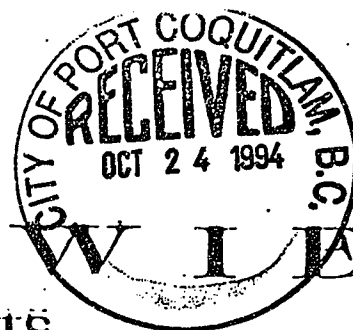

Anne T. Pynenburg
Project Technician

attach


OCT 28 1994



government approved



FRAN DOWLE

CANADIAN FOLK PUPPETS

OF PORT COQUITLAM
ENGINEERING

(604) 277-9177
FAX 273-5747

TO FROM

Dear *Ann,*

I saw your writeup in the Richmond local news and I am taking the liberty of sending you the enclosed poster of our puppet show. We are appearing for over 2500 school children in Victoria Provincial Museum over Halloween. This is sponsored by the Greater Victoria Regional District Recycling. The cost of our performance is very reasonable and we would be pleased to answer any enquiries by phoning (604) 277-9177

Signed

Allison MacKinnon

Canadian Folk Puppets

P.S.

I enclose a set of our popular trading cards. . which the children seem to love... They are yours with my compliments

5491 Walton Road, Richmond, B.C. V7C 2L7

OCT 26 1994

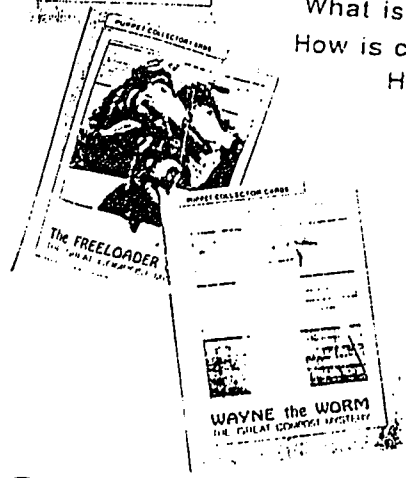


Save
the
Puppet
Collector
Cards!

What is composting? Why should we compost?
How is compost used? What can be composted?
How is the compost pile managed?

The answers are in this
FASCINATING
EXCITING
MUSICAL
SHOW

OUR STARS WILL
DANCE AND SING
THEIR WAY
INTO YOUR HEARTS!



WRITTEN BY LOUISE GLENNIE PUPPETS BY CHRIS DOWIE MUSIC BY NORMAN LONG DEVISED AND DIRECTED BY FRAN DOWIE

Presented by The Canadian Folk Puppets

WHERE
and
WHEN

[Signature]
OCT 26 1994