

The Corporation of the  
CITY OF WHITE ROCK

Regular Council Meeting  
AGENDA



Monday, November 8, 2021, 7:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

**\*Live Streaming/Telecast:** Please note that all Committees, Task Forces, Council Meetings, and Public Hearings held in the Council Chamber are being recorded and broadcasted as well included on the City's website at: [www.whiterockcity.ca](http://www.whiterockcity.ca)

T. Arthur, Director of Corporate Administration

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Pages

1. CALL MEETING TO ORDER

1.1. FIRST NATIONS LAND ACKNOWLEDGEMENT

*We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.*

2. ADOPTION OF AGENDA

**RECOMMENDATION**

**THAT** the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for **November 8, 2021** as circulated.

3. ADOPTION OF MINUTES

11

**RECOMMENDATION**

**THAT** the Corporation of the City of White Rock Council adopt the following meeting minutes:

- Regular Council, October 25, 2021.

#### **4. QUESTION AND ANSWER PERIOD**

Question and Answer Period will be taking place both in person at the meeting, as well as electronically through email.

If you wish to have your question submitted electronically you may forward questions and comments to Mayor and Council by emailing [ClerksOffice@whiterockcity.ca](mailto:ClerksOffice@whiterockcity.ca) with Question and Answer Period noted in the subject line.

As of 8:30 a.m., November 3, there were no Question and Answer period submissions received.

**Note:** there are to be no questions or comments on a matter that will be the subject of a public hearing (time between the public hearing and final consideration of the bylaw).

#### **RECOMMENDATION**

**THAT Council receive for information the correspondence submitted for Question and Answer Period by 8:30 a.m. November 8, 2021, including “On-Table” information provided with staff responses that are available at the time.**

#### **4.1. CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD**

#### **5. DELEGATIONS AND PETITIONS**

##### **5.1. DELEGATIONS**

None

##### **5.2. PETITIONS**

None

#### **6. PRESENTATIONS AND CORPORATE REPORTS**

##### **6.1. PRESENTATIONS**

##### **6.1.a. WHITE ROCK RCMP QUARTERLY REPORT (Q3) FOR JULY TO SEPTEMBER**

Staff Sargent Kale Pauls to give a presentation to update Council regarding their July to September 2021 Quarterly report.

##### **6.2. CORPORATE REPORTS**

- 6.2.a. **COVID-19 GLOBAL PANDEMIC UPDATE (ON TABLE MEMO TO BE PROVIDED)**
- The Fire Chief to provide an On-Table memo regarding the COVID-19 global pandemic.
- 6.2.b. **CITY-WIDE 30 KM/H SPEED LIMITS** 37
- Corporate report dated November 8, 2021 from the Director of Engineering and Municipal Operations titled "City-wide 30 km/h Speed Limits".
- RECOMMENDATION**  
**THAT Council receive the November 8, 2021 report from the Director of Engineering and Municipal Operations for consideration and support the city monitoring of Ministry of Transportation and Highway's approved blanket speed limit pilots and report back to Council prior to consideration of the implementation of city-wide 30 km/h speed limits.**
- 6.2.c. **2021 CAO PERFORMANCE REVIEW PROCESS** 225
- Corporate report dated November 8, 2021 from the Director of Human Resources titled "2021 Annual CAO Performance Review".
- RECOMMENDATION**  
**THAT Council receive for information the corporate report dated November 8, 2021 from the Director, Human Resources, titled "2021 Annual CAO Performance Review" outlining the review process for 2021.**
- 6.2.d. **COMPLETION OF DEVELOPMENT PREREQUISITES FOR ADOPTION OF ZONING AMENDMENT BYLAW NO. 2361, 14234 MALABAR AVENUE (ZON&MIP 19-005)** 229
- Corporate report dated November 8, 2021 from the Acting Director of Planning and Development Services titled "Completion of Development Prerequisites for Adoption of Zoning Amendment Bylaw No. 2361, 14234 Malabar Avenue (ZON&MIP 19-005)".
- Note:** Bylaw 2361 is on the agenda for consideration under Item 8.1.a
- RECOMMENDATION**  
**THAT Council receive the November 8, 2021 report from the Acting Director of Planning and Development Services, titled "Completion of Development Prerequisites for Adoption of Zoning Amendment Bylaw No. 2361, 14234 Malabar Avenue (ZON&MIP 19-005)."**
- 6.2.e. **REVIEW OF METRO VANCOUVER'S DRAFT REGIONAL GROWTH PLAN (METRO 2050)** 232
- Corporate report dated November 8, 2021 from the Acting Director of Planning and Development Services titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)".

### **RECOMMENDATION**

**THAT Council receive the corporate report, titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)" for consideration, and pass the following resolution:**

**"That the report titled Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050) containing the City of White Rock's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration."**

**6.2.f.**

### **CONSIDERATION OF FIRST THREE READINGS OF "WHITE ROCK HOUSING AGREEMENT(1485 FIR STREET) BYLAW, 2021, NO. 2408"**

**239**

Corporate report dated November 8, 2021 from the Acting Director of Planning and Development Services titled "Consideration of First Three Readings of White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408".

**Note:** Bylaw 2408 is on the agenda for consideration under Item 8.1.c.

### **RECOMMENDATION**

**THAT Council:**

- 1. Give the first three readings to White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408 and that final adoption of the Bylaw be given at the next regular meeting of Council; and**
- 2. Endorse the Tenant Relocation Plan included as Appendix A to this corporate report dated November 8, 2021, from the Acting Director, Planning and Development Services, titled "Consideration of First Three Readings of "White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408."**

## 6.2.g. STATUS UPDATE OF COUNCIL'S 2021-2022 TOP PRIORITIES

Council's 2021 - 2022 Top Priorities with new activity comments provided for information:

- **Solid Waste Pickup for Multi-Family:** Letter scheduled to be sent to approx. 250 multi-family and 100 strata properties this week providing a description of the new solid waste single contractor collection paradigm. The following information will be requested:
  - The location of collection facility
  - Frequency of pickup of each of garbage, recyclables and compost
  - The type and size of collection containers (also are they usually full)
  - The termination notice provisions in current private hauler contract
- **Housing Needs / Affordable Housing:** The first draft of the Housing Needs Report was presented to the Housing Advisory Committee on October 28. Staff will bring forward a report to Council on November 22<sup>th</sup> with adoption being sought by the end of 2021. The project is tied to funding from UBCM and an obligation to complete the Report, and upload the final document to the City's webpage, by the end of the year. Following the adoption of the Report staff would look to Council for direction on advancing Housing Strategies (Actions) to address identified needs.
- **Community Amenity Contribution "Shovel-in-the-Ground" Projects:**
  - **Emerson Park Playground Upgrade:** Contract for \$250K scheduled for final signature this week. Contractor will then start to order supplies with installation planned for completion in the Spring
  - **Maccaud Park Upgrade:** Held detailed design kick off meeting with consultant. Design underway as per Council direction.
  - **Centre Street Hillside Walkway Upgrade:** Legal resources employed with respect to two (2) of the encroachments. Design underway. Park needs and beautification under consideration (potential for public art).
  - **Review Options for Upgrading Multiple Hillside Walkways (Road Ends) to Waterfront:** Blackwood and Vidal upgrades underway.
- **The City's Relationship with the Semiahmoo First Nation:** Additional contact has been made by Mayor Walker in regard to sign design selection for the Grand Chief Robert Bernard Charles Memorial Plaza

## **7. MINUTES AND RECOMMENDATIONS OF COMMITTEES**

### **7.1. STANDING AND SELECT COMMITTEE MINUTES**

251

#### **RECOMMENDATION**

THAT Council receive for information the following standing and select committee meeting minutes as circulated:

- Economic Development Advisory Committee - October 20, 2021;
- At-Risk and Priority Population Task Force - October 27, 2021; and,
- Environmental Advisory Committee - October 28, 2021.

### **7.2. STANDING AND SELECT COMMITTEE RECOMMENDATIONS**

#### **7.2.a. ECONOMIC ADVISORY COMMITTEE (COUNCILLOR FATHERS, CHAIRPERSON)**

##### **7.2.a.a. Recommendation #1 - Soleil Building Signage**

#### **RECOMMENDATION**

THAT Council direct staff to approach the developer of Soleil to consider installing signage on the outside of the building, welcoming people to White Rock, after the construction has been completed.

#### **7.2.b. AT-RISK AND PRIORITY POPULATION TASK FORCE (MAYOR WALKER, CHAIRPERSON)**

##### **7.2.b.a. Recommendation #1 - Acquisition of Property for Affordable Housing**

#### **RECOMMENDATION**

THAT Council set and maintain, as a strategic priority, the acquisition and development of emergency and transitional housing (for those experiencing homelessness) and any land development (including city owned property).

## **8. BYLAWS AND PERMITS**

### **8.1. BYLAWS**

# **WHITE ROCK FINANCIAL PLAN (2021-2025) BYLAW, 2021, NO. 2377, AMENDMENT NO. 2, 2021, NO. 2403**

Bylaw 2403 - A bylaw to amend the Financial Plan for 2021 to 2025 to include:

- \$111K to the 2021 Financial Plan for a new regular full time Solid Waste Coordinator position starting in December 2021, \$8K to 2021 and \$103K to 2022, funded from Reserves;
- \$50K to the 2021 Financial Plan for a consultant to assist with the Request for Proposal for a Solid Waste Contractor funded from Reserves; and
- add \$650K for the Centre Street Walkway Project funded from CAC's.

The bylaw was given first, second and third reading at the October 25th meeting and is presented for consideration of final reading.

**Note:** Advertising for the public written comments in relation to Bylaw 2403 was placed in the Peace Arch News November 4, 2021.

## **RECOMMENDATION #1**

THAT Council receive and accept written submissions in regard to "*White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2403, Amendment No. 2, 2021, No. 2403*".

## **RECOMMENDATION #2**

THAT Council give final reading to "*White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021, No. 2403*".

# **WHITE ROCK ZONING BYLAW 2012, NO. 2000, AMENDMENT (RS-4 - 14234 MALABAR AVENUE), BYLAW, 2020 NO. 2361**

Bylaw 2361 - A Bylaw to amend the "White Rock Zoning Bylaw, 2012, No. 2000" was given first and second reading on November 9, 2020, and went to public hearing on February 1, 2021. The bylaw permits subdivision of the property and the construction of a single family detached home on each resultant lot. This bylaw is presented for consideration of third reading at this time.

**Note:** Bylaw 2361 was the subject of a corporate report under Item 6.2.b.

## **RECOMMENDATION**

THAT Council give third reading to "*White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4- 14234 Malabar Avenue) Bylaw, 2020, No. 2361*".

8.1.c.	<b>WHITE ROCK HOUSING AGREEMENT(1485 FIR STREET) BYLAW, 2021, NO. 2408</b>	273
	Bylaw 2408 - A bylaw to enter into a Housing Agreement under Section 483 of the <i>Local Government Act</i> . The bylaw is presented for consideration of first, second and third reading.	
	<u><b>Note:</b></u> Bylaw 2408 was the subject of a corporate report under Item 6.2.f.	
	<b>RECOMMENDATION</b>	
	THAT Council give first, second and third reading to " <i>White Rock Housing Agreement Bylaw 2408 (1485 Fir Street)</i> ".	
8.2.	<b>PERMITS</b>	
	None	
9.	<b>CORRESPONDENCE</b>	
9.1.	<b>CORRESPONDENCE - RECEIVED FOR INFORMATION</b>	
	<u><b>Note:</b></u> Further action on the following correspondence items may be considered. Council may request that any item be brought forward for discussion, and may propose a motion of action on the matter.	
	<u><b>Note:</b></u> Council may wish to refer this matter to staff for consideration and response.	
9.1.a.	<b>MAYORS AND REGIONAL DISTRICT CHAIRS OF BRITISH COLUMBIA</b>	297
	Correspondence from the Ministry of Municipal Affairs dated October 29, 2021 to announce the recently launched CleanBC Roadmap to 2030 initiative. A climate plan to help reach the 2030 emissions and reduction targets and build a strong, low-carbon economy. The expanded climate actions in the Roadmap to 2030 will accelerate transition to a net-zero future and ensure we meet B.C's legislated greenhouse gas target of 40 percent below 2007 levels by 2030.	
9.1.b.	<b>TRANSLINK LAUNCHES SWEEPSTAKES FOR TRANSIT USERS</b>	299
	Correspondence from TransLink to announce their first-ever sweepstakes for transit users where all transit customers will be eligible to win. The contest encourages people to come back to transit and a way to say thank you to their customers. Contest was launched November 1 and will run for five months with prize draws occurring each month.	
10.	<b>MAYOR AND COUNCILLOR REPORTS</b>	
10.1.	<b>MAYOR'S REPORT</b>	



10.2. COUNCILLORS REPORTS

11. MOTIONS AND NOTICES OF MOTION

11.1. MOTIONS

11.1.a. 2022 REGULAR COUNCIL MEETING SCHEDULE AMENDMENT

300

**RECOMMENDATION**

**THAT** Council cancel the January 17, 2022 Regular Council meeting and reschedule it to January 24, 2022.

11.2. NOTICES OF MOTION

11.2.a. STAFF'S ANNUAL WORKPLAN

Councillor Manning requested a reconsideration for the following adopted resolution made at the October 25, 2021 Regular Council meeting:

*THAT Council direct staff to forward their Annual Work Plans for each department.*

***Note:** in accordance with Section 31 (4) of the Council and Committee Procedure Bylaw a Member of Council who voted with the majority to adopt the resolution may request at a future meeting within 30 days of the meeting where the vote to adopt was made bring forward a motion to reconsider giving notice under Notice of Motion.*

**RECOMMENDATION #1**

**THAT** Council endorse reconsideration of the following adopted resolution made at the October 25, 2021 Regular Council meeting.

*THAT Council direct staff to forward their Annual Work Plans for each department.*

**NOTE:** If the motion permitting reconsideration is adopted then Recommendation #2 may be considered or instead Council may vote to simply rescind the recommendation (rescind the direction to staff).

**RECOMMENDATION #2**

**THAT** Council direct staff to forward their Annual Work Plans for each department.

12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS

**12.1. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS  
SEPTEMBER 2020 - JULY 26, 2021**

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List of Topics from September 2020 - July 26, 2021 for public release.

**Note:** Release of Closed information from November 18, 2018 to July 26, 2021 can be located on the City website at the following link:  
[Information Released from Closed Meetings | White Rock, BC](https://www.whiterockcity.ca/Information-Released-from-Closed-Meetings)  
([whiterockcity.ca](https://www.whiterockcity.ca)).

**13. OTHER BUSINESS**

**14. CONCLUSION OF THE NOVEMBER 8, 2021 REGULAR COUNCIL  
MEETING**

## Regular Council Meeting of White Rock City Council

### Minutes



October 25, 2021, 7:00 p.m.

City Hall Council Chambers

15322 Buena Vista Avenue, White Rock, BC, V4B 1Y6

#### PRESENT:

Mayor Walker  
Councillor Chesney  
Councillor Fathers (via electronic means)  
Councillor Johanson  
Councillor Kristjanson  
Councillor Manning  
Councillor Trevelyan

#### STAFF:

Guillermo Ferrero, Chief Administrative Officer  
Tracey Arthur, Director of Corporate Administration  
Jim Gordon, Director of Engineering and Municipal Operations  
Eric Stepura, Director of Recreation and Culture  
Ed Wolfe, Fire Chief  
Shannon Johnston, Acting Director of Financial Services  
Greg Newman, Acting Director of Planning and Development Services  
Elizabeth Keurvorst, Manager of Cultural Development  
Debbie Johnstone, Deputy Corporate Officer

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#### 1. **CALL MEETING TO ORDER**

The meeting was called to order at 7:01 p.m.

##### 1.1 **FIRST NATIONS LAND ACKNOWLEDGEMENT**

*We would like to recognize that we are standing/working/meeting on the traditional unceded territory of the Semiahmoo First Nation, and also wish to acknowledge the broader territory of the Coast Salish Peoples.*

**2. ADOPTION OF AGENDA**

**Motion Number: 2021-389**

It was MOVED and SECONDED

**THAT the Corporation of the City of White Rock Council adopt the agenda for its regular meeting scheduled for October 25, 2021 as amended to include the following:**

- **On-Table amending corporate report for Item 6.2.d titled "White Rock Financial Plan (2021 - 2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021 No. 2403";**
- **On-Table amendment for Bylaw 2403 Item 8.1.h "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021, No. 2403"; and**
- **On-Table Memo from the Fire Chief with up to date information in regard to the COVID-19 pandemic.**

**Motion CARRIED (7 to 0)**

**3. ADOPTION OF MINUTES**

**Motion Number: 2021-290**

It was MOVED and SECONDED

**THAT the Corporation of the City of White Rock Council adopt the following meeting minutes:**

- **Regular Council, October 4, 2021; and,**
- **Public Hearing/ Meeting, October 18, 2021.**

**Motion CARRIED (7 to 0)**

**4. QUESTION AND ANSWER PERIOD**

For Question and Answer Period you may forward questions and comments to Mayor and Council by emailing [ClerksOffice@whiterockcity.ca](mailto:ClerksOffice@whiterockcity.ca) with Question and Answer Period noted in the subject line. Your questions and comments will be noted along with answers and placed on the City's website. You will be notified directly once this has been completed.

As of 8:30 a.m., October 20, 2021, there were no Question and Answer period submissions received.

#### **4.1 CHAIRPERSON CALLS FOR SPEAKERS TO QUESTION AND ANSWER PERIOD**

There were no submissions and no one in person for questions / comments at this time.

### **5. DELEGATIONS AND PETITIONS**

#### **5.1 DELEGATIONS**

None

#### **5.2 PETITIONS**

None

### **6. PRESENTATIONS AND CORPORATE REPORTS**

#### **6.1 PRESENTATIONS**

##### **6.1.a DR. JENNIFER MCIVOR AND MS. MELANIE HUCK-TOGETHER (SOUTH SURREY/ WHITE ROCK)**

Dr. Jennifer McIvor and Ms. Melanie Huck, Together South Surrey - White Rock provided information about the volunteer mental health community group, what has been done so far, plans for the future, and potential ways the City of White Rock could contribute.

#### **6.2 CORPORATE REPORTS**

##### **6.2.a COVID-19 GLOBAL PANDEMIC UPDATE - ON TABLE MEMO TO BE PROVIDED**

The Fire Chief provided an On-Table memo regarding the COVID-19 global pandemic.

##### **6.2.b MARINE DRIVE TEMPORARY LANE CLOSURE - SURVEY**

Corporate report from the Director of Corporate Administration dated October 25, 2021 titled "Marine Drive Temporary Lane Closure - Survey".

**Note:** Appendix C with the individual survey results includes 2,400 pages - due to size only page 1 with visitor information as been included and the remainder pages of the document will be available under separate cover.

In regard to overall response to the survey the following was noted:

- 1,195 responses to the survey
- **Survey Question;** Overall, how much do you agree or disagree with the decision to temporarily close one lane of traffic on Marine Drive from June to August 2021: 50.9% Strongly Agree or Agree / 43.2% Either Disagree or Strongly Disagree
- **Survey Question:** Would you recommend that Council consider a lane reduction in Marine Drive in the future? 48.8% Yes / 43.2% No

**Motion Number: 2021-291**

It was MOVED and SECONDED

**THAT Council receive for information the October 25, 2021, corporate report from the Director of Corporate Administration, titled “Marine Drive Temporary Lane Closure – Survey Results”.**

**Motion CARRIED (7 to 0)**

**6.2.c SURREY SCHOOLS - ELIGIBLE SCHOOL SITE PROPOSAL**

Corporate report dated October 25, 2021 from the Acting Director of Planning and Development Services titled "Surrey Schools - Eligible School Site Proposal".

**Motion Number: 2021-292**

It was MOVED and SECONDED

**THAT Council pass a resolution endorsing the Eligible School Sites Proposal – 2022/2023 Capital Plan as presented by the Board of Education of School District No. 36 (Surrey).**

**Motion CARRIED (7 to 0)**

**6.2.d WHITE ROCK FINANCIAL PLAN (2021-2025) BYLAW, 2021, NO. 2377, AMENDMENT NO. 2, 2021, NO. 2403**

Corporate report dated October 25, 2021 from the Acting Director of Financial Services titled "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021 No. 2403.

**Note:** Bylaw 2403 is on the agenda for consideration under Item 8.1.h.

There was an amending On-Table corporate report provided for this Item.

**Motion Number: 2021-293**

It was MOVED and SECONDED

**THAT Council receive for information the amended On-Table corporate report dated October 25, 2021 from the Acting Director of Financial Services, titled "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021, No. 2403."**

**Motion CARRIED (7 to 0)**

**6.2.e 2021-2022 COMMITTEE WORK PLANS**

At the October 4, 2021 regular Council meeting, Council directed Committee work plans back to staff for further review. The following corporate reports are provided for consideration.

**6.2.e.a ARTS AND CULTURAL ADVISORY COMMITTEE WORK PLAN**

Corporate report dated October 25, 2021 from the Director of Recreation and Culture titled "Arts and Cultural Advisory Committee Work Plan".

**Motion Number: 2021-294**

It was MOVED and SECONDED

**THAT Council direct staff to forward their Annual Work Plans for each department.**

Voted in the negative (2): Mayor Walker, and Councillor Fathers

**Motion CARRIED (5 to 2)**

Councillor Kristjanson departed the meeting at 7:41 p.m.

**Motion Number: 2021-295**

It was MOVED and SECONDED

**THAT Council receive the corporate report dated October 25, 2021 from the Director of Recreation & Culture, titled "Arts and Culture Advisory Committee Work Plan" for endorsement.**

Voted in the negative (1): Councillor Johanson

Absent (1): Councillor Kristjanson

**Motion CARRIED (5 to 1)**

6.2.e.b

**ECONOMIC DEVELOPMENT ADVISORY COMMITTEE WORK PLAN**

Corporate report dated October 25, 2021 from the Acting Director of Planning and Development Services titled "Staff Feedback on 2021-2022 Economic Development Advisory Committee (EDAC) Work Plan".

**Motion Number: 2021-296**

It was MOVED and SECONDED

**THAT Council receive the corporate report dated October 25, 2021, from the Acting Director of**



**Planning & Development Services, titled “Staff Feedback on 2021-2022 Economic Development Advisory Committee (EDAC) Work Plan” providing staff feedback as it relates to the Economic Development Advisory Committee’s proposed work plan, for Council’s consideration.**

Absent (1): Councillor Kristjanson

**Motion CARRIED (6 to 0)**

**6.2.e.c PUBLIC ART ADVISORY COMMITTEE WORK PLAN**

Corporate report dated October 25, 2021 from the Director of Recreation and Culture titled "Public Art Advisory Committee Work Plan".

**Motion Number: 2021-297**

It was MOVED and SECONDED

**THAT Council receive the corporate report dated October 25, 2021 from the Director of Recreation & Culture, titled “Public Art Advisory Committee Work Plan” for endorsement.**

Voted in the negative (1): Councillor Johanson

Absent (1): Councillor Kristjanson

**Motion CARRIED (5 to 1)**

**6.2.f STATUS UPDATE OF COUNCIL'S 2021-2022 TOP PRIORITIES**

Council's 2021 - 2022 Top Priorities with new activity comments were provided for information:

- **Solid Waste Pickup for Multi-Family:** Staff reached out to the solid waste industry for feedback on the plan and proposed contract so that the solicitation process structure will maximize benefit (lowest price) to the City. Next step is an initial written reach out the MF and ICI customers to get a preliminary idea of needs and or concerns.

- **Housing Needs / Affordable Housing:** Staff are working with the consultant on the first draft of the Housing Needs Report. The draft report will be presented to the Housing Advisory Committee on October 26. Following this presentation revisions will be made to the report, as needed. The plan will be presented to Council in November with anticipated adoption being sought by the end of 2021. Following the adoption of the report staff would look to Council for direction on advancing Housing Strategies (Actions) to address identified need.
- **Community Amenity Contribution "Shovel-in-the-Ground" Projects including:- Emerson Park:** Discussion continue with proponent too maximize deliverables within budget constraints;- **Maccaud Park Upgrade:** Consultant fee proposal approved, design is moving forward as per Council's direction;- **Centre Street Hillside Walkway:** Discussion with property owners with respect to encroachments continue. Legal resources will be required in some instances;- **Review Options for Upgrading Multiple Hillside Walkways (Road Ends) to Waterfront:** No new information
- **The City's Relationship with the Semiahmoo First Nation:** No new information

## 7. **MINUTES AND RECOMMENDATIONS OF COMMITTEES**

### 7.1 **STANDING AND SELECT COMMITTEE MINUTES**

**Motion Number: 2021-298**

It was MOVED and SECONDED

**THAT Council receive for information the following standing and select committee meeting minutes as circulated:**

- **Governance and Legislation Committee - October 4, 2021;**
- **Housing Advisory Committee - September 28, 2021;**
- **At-Risk and Vulnerable Population Task Force - September 29, 2021;**
- **Public Art Advisory Committee - October 12, 2021; and**
- **Arts and Cultural Advisory Committee - October 14, 2021.**

Absent (1): Councillor Kristjanson

**Motion CARRIED (6 to 0)**

**7.2 STANDING AND SELECT COMMITTEE RECOMMENDATIONS**

Councillor Kristjanson arrived back at the meeting at 8:00 p.m.

**7.2.a ENVIRONMENTAL ADVISORY COMMITTEE (COUNCILLOR JOHANSON, CHAIRPERSON)**

**Note:** These items were deferred from the October 4, 2021 Council meeting, minutes from the September 23, 2021 Environmental Advisory Committee meeting were attached for information.

Councillor Johanson provided the information in the City's Advisory Body / Committee Work plan template shown on-screen.

**Motion Number: 2021-299**

It was MOVED and SECONDED

**THAT Council refer to staff the following Environmental Advisory Committee Recommendations as presented in Items 7.2.a.a - 7.2.a.d, along with the information included in the City's Advisory Body / Committee Work plan template provided at this time, for review to ensure they coincide with current staff workloads and Council Priorities.**

**Motion CARRIED (7 to 0)**

**7.2.a.a Recommendation #1 - Climate Change**

**Note:** Item referred to staff.

THAT Council approve that a priority of the Committee's 2021-2022 Work Plan be to follow up on implementation of Council Resolution 2020-20 of January 13, 2020, recognizing the ongoing and increasingly pronounced "climate emergency." The objective would be for the Committee, working with Staff, to develop recommendations on practical measures for the City to help mitigate and adapt to the impacts of climate change on its citizens and contribute to broader regional, provincial and national

efforts to address the critical challenges posed by global warming. This work would proceed on the basis of an update of the framework tabled at the Committee's February 20, 2020 meeting, based on the framework for the province's Climate Action Revenue Incentive Program (CARIP).

**7.2.a.b Recommendation #2 - Stormwater Management**

**Note:** Item referred to staff.

THAT Council approve that a priority of the Committee's 2021-2022 Work Plan be that the Committee collaborate with staff to understand where the City stands in terms of Metro Vancouver requirements for the Integrated Stormwater Management Plan (ISMP), how we can meet these requirements, and how we might move further than these requirements in terms of considering an update for the City's current ISMP.

**7.2.a.c Recommendation #3 - Water Quality and Treatment**

**Note:** Item referred to staff.

THAT Council approve that a priority of the Committee's 2021-2022 Work Plan be the ongoing monitoring of water quality and the investigation of these treatment processes.

**7.2.a.d Recommendation #4 - Climate Change as Top Priority**

**Note:** Item referred to staff.

THAT Council approve that the Environmental Advisory Committee recommends that Climate Change be their top priority Work Plan item.

**7.2.b PUBLIC ART ADVISORY COMMITTEE (COUNCILLOR TREVELYAN, CHAIRPERSON)**

**7.2.b.a CENTRE STREET WALKWAY PROJECT**

**Motion Number: 2021-300**

It was MOVED and SECONDED

**THAT Council direct staff to work together to develop an art plan for the integration of public art in the Centre Street Walkway project.**

**Motion CARRIED (7 to 0)**

**7.2.b.b FINALIZATION OF UPDATED PUBLIC ART AND PLACEMAKING ART POLICY 708**

**Note:** Updated Policy 708 (and document outlining changes made to the policy) attached for information.

**Motion Number: 2021-301**

It was MOVED and SECONDED

**THAT Council direct the Public Art Advisory Committee be removed from the proposed Policy 708.**

Voted in the negative (5): Mayor Walker, Councillor Chesney, Councillor Fathers, Councillor Manning, and Councillor Trevelyan

**Motion DEFEATED (2 to 5)**

**Motion Number: 2021-302**

It was MOVED and SECONDED

**THAT Council approves the updated Public Art and Placemaking Art Policy 708 as circulated.**

Voted in the negative (1): Councillor Johanson

**Motion CARRIED (6 to 1)**

**7.2.c ARTS AND CULTURAL ADVISORY COMMITTEE (COUNCILLOR KRISTJANSON, CHAIRPERSON)**

**7.2.c.a DISCUSSION ON THE CREATION OF A CULTURAL CORRIDOR**

**Motion Number: 2021-303**

It was MOVED and SECONDED

**THAT Council approves that the Arts and Cultural Advisory Committee holds a joint workshop in partnership with the Public Art Advisory Committee to discuss the Cultural Corridor and the art plan for the City.**

**Motion CARRIED (7 to 0)**

**8. BYLAWS AND PERMITS**

**8.1 BYLAWS**

**8.1.a FIVE (5) BYLAWS REGARDING PERMISSIVE TAX EXEMPTIONS**

The City has the authority to grant permissive property tax exemptions for non-profit organizations under conditions identified in the *Community Charter* Section 224. Council has provided further direction for eligibility requirements in the White Rock City Council Policy No. 317 - Municipal Property Tax Exemptions. These bylaws received first, second and third reading on September 20, 2021, advertising in the Peace Arch News was completed September 30 and October 7, 2021, and are being presented for consideration of final reading at this time.

**8.1.a.a BYLAW 2389 - 2022-2026 PERMISSIVE TAX EXEMPTIONS PENINSULA PRODUCTIONS SOCIETY BYLAW 2021, NO. 2389**

**Motion Number: 2021-304**

It was MOVED and SECONDED

**THAT Council give final reading to "2022-2026 Permissive Tax Exemptions Peninsula Productions Society Bylaw 2021, No. 2389".**

**Motion CARRIED (7 to 0)**

**8.1.a.b BYLAW 2390 - 2022-2026 PERMISSIVE TAX EXEMPTIONS WHITE ROCK TENNIS CLUB BYLAW 2021, NO. 2390**

**Motion Number: 2021-305**

It was MOVED and SECONDED

**THAT Council give final reading to "2022-2026  
Permissive Tax Exemptions White Rock Tennis  
Club Bylaw 2021, No. 2390".**

**Motion CARRIED (7 to 0)**

**8.1.a.c**

**BYLAW 2391 - 2022 PERMISSIVE TAX  
EXEMPTIONS CENTRE FOR ACTIVE LIVING  
BYLAW 2021, NO 2391**

**Motion Number: 2021-306**

It was MOVED and SECONDED

**THAT Council give final reading to "2022  
Permissive Tax Exemptions Centre for Active  
Living Bylaw 2021, No. 2391".**

**Motion CARRIED (7 to 0)**

**8.1.a.d**

**BYLAW 2396 - 2022-2032 PERMISSIVE TAX  
EXEMPTIONS PEACE ARCH CURLING CLUB  
BYLAW 2021, NO. 2396**

**Motion Number: 2021-037**

It was MOVED and SECONDED

**THAT Council give final reading to "2022-2032  
Permissive Tax Exemptions Peace Arch Curling  
Club Bylaw 2021, No. 2396".**

**Motion CARRIED (7 to 0)**

**8.1.a.e BYLAW 2392 - 2022 ANNUAL PERMISSIVE TAX EXEMPTIONS BYLAW 2021, NO. 2392**

**Motion Number: 2021-308**

It was MOVED and SECONDED

**THAT Council give final reading to "2022 Annual Permissive Tax Exemptions Bylaw 2021, No. 2392".**

**Motion CARRIED (7 to 0)**

**8.1.b BYLAW 2402 - COLLECTION, REMOVAL, DISPOSAL AND RECYCLING OF SOLID WASTE, 2015, BYLAW NO. 2084 AMENDMENT BYLAW, 2021 No. 2402**

Bylaw 2402 - A Bylaw to amend the Collection, Removal, Disposal and Recycling of Solid Waste Bylaw, to provide solid waste collection services to multi-family buildings and institutional, commercial, and industrial buildings. This bylaw was provided with first, second and third reading on September 20, 2021 and is on the agenda for consideration of final reading at this time.

**Motion Number: 2021-309**

It was MOVED and SECONDED

**THAT Council give final reading to "Collection, Removal, Disposal and Recycling of Solid Waste, 2015, Bylaw No. 2084, Amendment Bylaw, 2021, No. 2402".**

**Motion CARRIED (7 to 0)**

**8.1.c BYLAW 2380 - WHITE ROCK SIGN BYLAW, 2010, NO. 1923, AMENDMENT NO. 4, BYLAW 2021 NO. 2380 (ELECTION SIGNAGE)**

Bylaw 2380 - A Bylaw to amend the City's sign bylaw in regard to election signage and adds a component in regard to possible ticketing. This bylaw was given first, second and third reading on October 4, 2021 and is presented for consideration of final reading.



**Motion Number: 2021-310**

It was MOVED and SECONDED

**THAT Council give final reading to " *White Rock Sign Bylaw, 2010, No. 1923, Amendment No. 4, Bylaw 2021 No. 2380*".**

Voted in the negative (2): Councillor Johanson, and Councillor Kristjanson

**Motion CARRIED (5 to 2)**

**8.1.d BYLAW 2395 - WHITE ROCK MUNICIPAL TICKETING BYLAW 2011, NO. 1929, AMENDMENT NO. 2395**

Bylaw 2395 - A Bylaw to amend the Ticking for Bylaw Offences Bylaw, 2011, No. 1929 in regard to election signage was given first, second and third reading on October 4, 2021 and is presented for consideration of final reading.

**Motion Number: 2021-311**

It was MOVED and SECONDED

**THAT Council give final to " *White Rock Municipal Ticketing Bylaw 2011, No. 1929, Amendment No. 2395*".**

Voted in the negative (1): Councillor Kristjanson

**Motion CARRIED (6 to 1)**

**8.1.e BYLAW 2399 - WHITE ROCK STREET NAMING AND HOUSE NUMBERING BYLAW, 1988, NO. 992, AMENDMENT, NO. 2399**

Bylaw 2399 - A Bylaw to amend the Street Naming and House Numbering Bylaw to add Cosmic Alley. This bylaw was given first, second and third reading on September 20, 2021 and is on the agenda for consideration of final reading.

**Motion Number: 2021-312**

It was MOVED and SECONDED

**THAT Council give final reading for " *White Rock Street Naming and House Numbering Bylaw, 1988, No. 992, Amendment, No. 2399*".**

Voted in the negative (2): Councillor Johanson, and Councillor Kristjanson

**Motion CARRIED (5 to 2)**

**8.1.f BYLAW 2400 - WHITE ROCK FEES AND CHARGES BYLAW, 2020, NO. 2369, AMENDMENT NO. 4, 2021, NO. 2400**

Bylaw 2400 - A Bylaw to amend the White Rock Fees and Charges Bylaw Schedule "K" in regard to parking fees. This bylaw was provided first, second and third reading on October 4, 2021 and is on the agenda for consideration of final reading.

**Motion Number: 2021-313**

It was MOVED and SECONDED

**THAT Council give final reading to "2021 Fees and Charges Bylaw, 2020, No. 2369, Amendment No. 4, 2021, No 2400".**

**Motion CARRIED**

**8.1.g WHITE ROCK ZONING BYLAW, 2012, AMENDMENT (CD-66 COMPREHENSIVE DEVELOPMENT ZONE (1539 MAPLE STREET)) BYLAW, 2021, NO. 2397**

Bylaw 2397 - bylaw to amend the "White Rock Zoning Bylaw, 2012, No. 2000" to rezone the subject property to CD-66 to permit a three storey 53 unit development comprised of a mix of ground-oriented and stacked townhouses. This Bylaw was presented for first and second reading at September 20, 2021 meeting and went to public hearing on October 18, 2021. This bylaw is on the agenda for consideration of third reading at this time.

**Motion Number: 2021-314**

It was MOVED and SECONDED

**THAT Council give third reading to "White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-66 – Comprehensive Development Zone (1539 Maple Street)) Bylaw, 2021, No. 2397".**

**Motion CARRIED (7 to 0)**

**8.1.h WHITE ROCK FINANCIAL PLAN (2021-2025) BYLAW, 2021, NO. 2377, AMENDMENT NO. 2, 2021, NO. 2403**

Bylaw 2403 - A bylaw to amend the Financial Plan for 2021 to 2025 as follows:

- add \$111K to the 2021 Financial Plan for a new regular full time Solid Waste Coordinator position starting in December 2021, \$8K to 2021 and \$103K to 2022, funded from Reserves;
- add \$650K for the Centre Street Walkway Project funded from CAC's; and (as presented On-Table)
- add \$50K to the 2021 Financial Plan for a consultant to assist with the Request for Proposal for a Solid Waste Contractor funded from Reserves.

**Note:** This bylaw was the subject of a corporate report under item 6.2.d.

**Motion Number: 2021-315**

It was MOVED and SECONDED

**THAT Council give first, second and third reading to "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021, No. 2403" as presented and circulated On-Table.**

Voted in the negative (2): Councillor Chesney, and Councillor Trevelyan

**Motion CARRIED (5 to 2)**

**8.2 PERMITS**

**8.2.a TEMPORARY USE PERMIT 21-019 (1589 MAPLE STREET)**

Temporary Use Permit (TUP) 21-019 is requesting an extension which permits the temporary sales centre and construction site office, and associated off-street parking located at 1589 Maple Street. Both the sales centre and construction site office are tied to the on-going development of the Altus building located at 1526 Finlay Street, being immediately west of the property subject to this TUP request. At Council's request the TUP will be limited to a

period of one (1) year from issuance. TUP 21-019 was the subject of a Public Meeting held on October 18, 2021.

**Motion Number: 2021-316**

It was MOVED and SECONDED

**THAT Council authorize the issuance of Temporary Use Permit No. 21-019 (1589 Maple Street).**

**Motion CARRIED (7 to 0)**

## **9. CORRESPONDENCE**

### **9.1 CORRESPONDENCE - RECEIVED FOR INFORMATION**

**Note:** Further action on the following correspondence items may be considered. Council may request that any item be brought forward for discussion, and may propose a motion of action on the matter.

**Note:** Council may wish to refer this matter to staff for consideration and response.

Councillor Manning departed the meeting at 8:30 p.m.

**Motion Number: 2021-317**

It was MOVED and SECONDED

**THAT Council receive correspondence as circulated Items 9.1.a - 9.1.c.**

**Motion CARRIED (6 to 0)**

Absent (1): Councillor Manning

#### **9.1.a METRO VANCOUVER BOARD IN BRIEF - SEPTEMBER 24, 2021**

The Metro Vancouver Board in Brief information from September 24, 2021, received by the City October 1, 2021.

#### **9.1.b WORLD POLIO DAY**

Correspondence to inform that Sunday, October 24 is World Polio Day.

**Note:** Council Policy No. 109 notes that the City of White Rock does not make official proclamations, this item has been on the agenda for public information purposes only.

#### **9.1.c TOWNSHIP OF LANGLEY - FINANCIAL ASSISTANCE FOR COVID-19 RELATED BUDGET SHORTFALLS**

Correspondence dated October 7, 2021 from the Township of Langley to Premier John Horgan requesting financial assistance for COVID-19 related budget shortfalls.

### **10. MAYOR AND COUNCILLOR REPORTS**

#### **10.1 MAYOR'S REPORT**

Councillor Manning returned to the meeting at 8:32 p.m.

Mayor Walker noted the following:

- Oct 24, World Polio Day
- Oct 5, RCMP Lower Mainland District's Mayors' Forum
- Oct 5, Facebook Live
- Oct 6, Metro Vancouver's Performance and Audit Committee
- Oct 7, Homeless to Housing Forum
- Oct 7, Tides of Change's South Surrey & White Rock Community Overdose Prevention & Response meeting
- Oct 13, TransLink mayors Council of Regional Transportation
- Oct 13, Call with Minister Josie Osborne and UBCM President Laurey-Anne Roodenburg
- Oct 14 Metro Vancouver's Liquid Waste Committee
- Oct 16 Interview hosted by CBC: Canada - US Boarder re-opening in November 2021
- Oct 18, City Public Hearing Meeting
- Oct 19, FCM Sustainable Communities Conference
- Oct 19, Newly Elected CEO of TransLink
- Oct 25, Interview hosted by Lu'ma Native Housing Society

- **Note:** The City's At-Risk and Vulnerable Population Task Force: The City has been working with the City of Surrey in regard to a full-time shelter. The City of Surrey would purchase land in White Rock for this purpose and thus fulfilling the need of the task force. Any outstanding items will be moved to the City's Housing Advisory Committee

## 10.2 COUNCILLORS REPORTS

Councillor Fathers noted the following:

- Metro Vancouver Zero Waste
- Oct 23, Metro Vancouver Council to Council
- Oct 28, Zero Waste Conference (will be participating)

Councillor Chesney noted the following:

- Oct 23, Metro Vancouver Council to Council
- Oct 26, Facebook Live (will be participating with the Mayor)
- Tuesdays continue for the Rotary Sponsored Feed Our City program

Councillor Johanson noted the following:

- Oct 1, National Seniors Day and CARP Flag Raising
- Oct 19, FCM Conference / Training
- Oct 23, Metro Vancouver Council to Council

Councillor Manning noted the following:

- Oct 7, Tides of Change's South Surrey & White Rock Community Overdose Prevention & Response meeting
- Oct 20, Economic Development Advisory Committee
- Oct 23, Metro Vancouver Council to Council

Councillor Trevelyan noted the following:

- Oct 12, Public Art Advisory Committee
- Oct 23, Metro Vancouver Council to Council

Councillor Kristjanson noted the following:

- Oct 23, Metro Vancouver Council to Council

## 11. **MOTIONS AND NOTICES OF MOTION**

### 11.1 MOTIONS

#### 11.1.a TRIAL PERIOD FOR PICKLE BALL COURTS AT CENTENNIAL PARK

Councillor Johanson provided the following Notice of Motion at the September 20, 2021 Regular Council meeting:

**Note:** The motion is a request to amend Motion No. 2021-245 adopted at the June 28, 2021 regular Council meeting as follows:

*THAT Council endorse a trial period of six (6) months for the dedication of the northwest tennis/pickleball courts at Centennial Park for the use of pickleball only.*

Motion No. 2021-244 was also adopted at the same meeting:

*That Council:*

1. *Approve dedicating the northwest tennis/pickleball court at Centennial Park as pickleball only;*
2. *Authorize White Rock Pickleball (WRPB) to hire an approved contractor, at their cost, to repaint the lines on the northwest court at Centennial Park for pickleball;*
3. *Approve expand the pickleball priority use hours on the northeast tennis/pickleball court at Centennial Park to 9:00 a.m. to 3:00 p.m. daily (and maintain other court times on this court as shared use, first come, first served for tennis or pickleball as per present court use regulations);*
4. *Approve the installation of new court use signage to clarify the above changes for the general public; and*
5. *Consider funding in the amount of \$50K in the City's 2022-2026 Financial Plan to construct new permanent pickleball courts, new surfacing, line marking, net posts and other court amenities for the northwest court.*

**Note:** Attached is the electronic tracking numbers of those entering the court used for pickleball. The counting program includes both

ingress and egress from the court and does not distinguish when this is done by the same person.

**Note:** Council requested staff provide an update in regard to the City's Capital Contingency account (what has gone in and out of the account).

**Motion Number: 2021-318**

It was MOVED and SECONDED

**THAT Council amend the trial period for the four (4) dedicated pickleball courts in one (1) tennis court, to be reduced from six (6) months to three (3) months ending September 30, 2021.**

Voted in the negative (1): Mayor Walker

**Motion CARRIED (6 to 1)**

**Motion Number: 2021-319**

It was MOVED and SECONDED

**THAT Council endorse the funding for the Pickleball Courts at Centennial Park project be from the City's Capital Contingency.**

Voted in the negative (3): Mayor Walker, Councillor Fathers, and Councillor Trevelyan

**Motion CARRIED (4 to 3)**



#### **11.1.b DESIGNATED PARKING FOR BOAT LAUNCH**

Councillor Trevelyan provided the following Notice of Motion for consideration at this time:

**Motion Number: 2021-320**

It was MOVED and SECONDED

**THAT Council direct staff to bring forward information regarding having three (3) to five (5) pay parking stalls next to the Bay Street Boat ramp/launch be designated as paid boat launch user parking stalls.**

**Motion CARRIED (7 to 0)**

#### **11.1.c BUSKER LICENSES**

The following motion in regard to Busker Licenses was withdrawn by Councillor Chesney:

*THAT Council direct staff to review the granting of busking licenses whereby busking licenses be reconsidered for public performers in White Rock.*

#### **11.1.d 2022 REGULAR COUNCIL MEETING SCHEDULE**

**Motion Number: 2021-321**

It was MOVED and SECONDED

**THAT Council approve the following 2022 regular Council meeting schedule:**

- **January 10 & 17;**
- **February 7 & 28;**
- **March 7 & 28;**
- **April 11 & 25;**
- **May 9 & 30;**
- **June 13 & 27;**
- **July 11 & 25;**

- September 19;
- October 3;
- November 7 (Inaugural Meeting) and 21; and,
- December 5.

**Motion CARRIED (7 to 0)**

#### **11.1.e 2022 DEPUTY MAYOR ROTATION**

**Motion Number: 2021-322**

It was MOVED and SECONDED

**THAT Council approve the following schedule for the 2022 Deputy Mayor rotation:**

- Jan 1- Feb 21 - Councillor Chesney;
- Feb 22 -Apr 14 - Councillor Kristjanson;
- Apr 15 - June 5 - Councillor Trevelyan;
- June 6 - Jul 27 - Councillor Manning;
- Jul 28 - Sept 17 - Councillor Johanson; and,
- Sept 18 - Nov 7 - Councillor Fathers.

**Motion CARRIED (7 to 0)**

#### **11.2 NOTICES OF MOTION**

None.

#### **12. RELEASE OF ITEMS FROM CLOSED COUNCIL MEETINGS**

None.

#### **13. OTHER BUSINESS**

**13.1 Councillor Manning requested the following item be brought forward for discussion at this time:**

- Closing the top floor of the City's parkade with the exception of long week-ends in the summer

**Motion Number: 2021-323**

It was MOVED and SECONDED

**THAT Council direct staff to bring forward information in regard to closing the top floor of the City's parkade with the exception of long week-ends in the summer.**

**Motion CARRIED (7 to 0)**

**13.2 Councillor Fathers requested the following item be brought forward for discussion at this time:**

- Signage discussion for the Grand Chief Robert Bernard Memorial Plaza

**Note:** Options for the signs are attached for discussion purposes

Concern was noted that the signage has not yet been installed. Staff confirmed they are waiting for Semiahmoo First Nation to inform of their sign selection.

Mayor Walker will reach out to Semiahmoo First Nation with the sign samples asking for their input.

**13.3 2021 Festival of Lights**

- Mayor Walker and Members of Council have requested discussion on the status of the 2021 Festival of Lights.

At the January 25, 2021 Regular Council meeting the following resolution was adopted:

*"THAT Council approve the 2021 White Rock Festival of Lights as a "Category C" special event under the conditions outlined in the corporate report".*

Mr. Gumley and Mr. Hagerman on behalf of the White Rock Lights Society (Society) were in attendance to update Council on the 2021 Festival.

The Society has undergone some issues however efforts have been made where they foresee they will be able to bring things back on track for this year in the next three (3) to four (4) days.

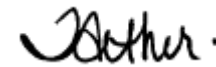
There is still work to do, conditions have been noted by staff. The Society noted they would be in touch with staff to work through what is needed.

14. **CONCLUSION OF THE OCTOBER 25, 2021 REGULAR COUNCIL MEETING**

The meeting was concluded at 9:13 p.m.

---

Mayor Walker



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Tracey Arthur, Director of Corporate  
Administration

Unapproved

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** November 8, 2021

**TO:** Mayor and Council

**FROM:** Jim Gordon, P.Eng., Director, Engineering & Municipal Operations

**SUBJECT:** City Wide 30 Km/h Speed Limits

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**RECOMMENDATION**

THAT Council receive the November 8, 2021 report from the Director of Engineering and Municipal Operations for consideration and support the city monitoring of Ministry of Transportation and Highway's approved blanket speed limit pilots and report back to Council prior to consideration of the implementation of city-wide 30 km/h speed limits.

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**EXECUTIVE SUMMARY**

On July 12, 2021, Council considered a motion endorsing 30 km/h speed limits on all streets in White Rock. Council directed that staff bring forward a corporate report with feedback from the White Rock RCMP.

The Ministry of Transportation and Infrastructure (MOTI) sets default speed limits of 50 km/h in municipalities and 80 km/h on highways outside of a municipality. The legislative authority for default speed limits is the *Motor Vehicle Act (MVA)*.

The Union of BC Municipalities requested in 2019 that municipal default speed limits be set at 30 km/h for local (no centre line) streets; however, the province, through MOTI, did not support this. MOTI noted that municipalities can set speed limits on individual streets by bylaw posting signage on each end of the street. This would amount to approximately \$125K in signage costs to implement for all White Rock local residential streets.

While lowering default speed limits throughout White Rock is possible, it would be prudent to consider potential adverse consequences and unintended outcomes. Considerations include motorist acceptance or increased agitation, reduced driver attention span, increase in driver distraction, disruption to free flow of traffic, and enforcement challenges. Consequently, it is recommended that staff monitor ongoing pilot projects in other cities such as Saanich and report back to Council.

### **PREVIOUS COUNCIL DIRECTION**

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2021-290 July 12, 2021	THAT Council: 1. Defer consideration of the following Motion: THAT Council endorses the speed limited on all streets in White Rock be lowered to 30 km/hr; and 2. Direct staff bring forward a corporate report, with feedback from the White Rock RCMP. Motion CARRIED (7 to 0)

### **INTRODUCTION/BACKGROUND**

On July 12, 2021, Council considered a motion endorsing 30 km/h speed limits on all streets in White Rock. Council directed that staff bring back a corporate report with feedback from the White Rock RCMP.

The Ministry of Transportation and Infrastructure (MOTI) sets default speed limits of 50 km/h in municipalities and 80 km/h on highways outside of a municipality as per Part 3 section 146, clause 1 of the *BC Motor Vehicle Act (MVA)* shown below:

*146 (1) Subject to this section, a person must not drive or operate a motor vehicle on a highway in a municipality, treaty lands or a Nisga'a village at a greater rate of speed than 50 km/h, and a person must not drive or operate a motor vehicle on a highway outside a municipality or in Nisga'a Lands outside a Nisga'a village at a greater rate of speed than 80 km/h.*

MOTI or municipalities can then set lower or higher speeds on individual roadways as per the subclauses in Part 3, section 146 of the *MVA*. These adjustments are usually based upon many factors including road geometry, traffic volumes, access/egress, modal split, road classification, driver comfort and enforcement considerations. Signage must be in place in each direction for speed limits adjusted from the default limits.

The Union of BC Municipalities requested in 2019 (Appendix A) that municipal default speed limits be set at 30 km/h for local (no centre line) streets; however, the Province, through MOTI, did not support this. MOTI noted that municipalities can set speed limits on individual streets by bylaw with signage posted on each end of the street. As noted, this option would amount to more than \$125K in signage costs for all White Rock residential streets.

Studies show that lower motor vehicle speeds result in less accidents and less injuries. Some Canadian cities are experimenting with pilot projects with lower default speed limits to determine compliance, verify crash and injury data, and also to identify unintended consequences. It is not always the case that lower speed limits result in lower speeds, traffic calming measures specific to each street may be more effective. Saanich is about to embark on a MOTI approved three year pilot default speed limit project with a default, city wide speed limit of 30 km/h for all residential streets.

Lower default speed limits do not consider all factors, but may still be viable when set at low levels such as 30 km/h. However, more study should be carried out on potential adverse consequences and unintended outcomes in reducing speed limits on all streets in White Rock. Consequently, it is recommended that staff monitor the ongoing pilot projects, particularly the Saanich three year pilot and report back to Council.

## **RCMP COMMENTS**

A change in speed limits, particularly the lowering of a speed limit, inevitably leads to anticipated increase in complaints to the police for a resolution when motorists are exceeding the 30km limit. The primary method available to police for changing driver behaviour is enforcement, which can have marginal effectiveness and present unachievable demands on police resources when robust engineering solutions are not present. Although the implementation of 30 km/h speed limits on ‘local streets’ is welcomed by the White Rock RCMP for the expressed safety reasons, strong consideration to engineering solutions (such as strategically placed speed humps, LED warning signs, etc.) are recommended if Council supports this city-wide change.

### **Speed Enforcement Challenges**

Since June 2020 the White Rock RCMP has placed increased speed enforcement in many areas of the city, including in three specific 30km/h zones (East Marine Drive, West Marine Drive, and Johnston Road). It was observed that there is a divide between speeders that are aware they are in a 30km/h zone and chose to exceed the limit, and those that are not attentive to the speed signs and intuitively drive around 50km/h. Despite increased enforcement, there continues to be driver’s exceeding the speed limit on a regular basis. In our opinion, the 30km/h signs are generally well placed in the three areas noted, which suggests that additional engineering solutions are required. Of note, the areas with the most speeding complaints are not classified as local streets and are roads with a center line.

### **Enforcement Considerations**

The White Rock RCMP does not have a dedicated traffic enforcement position. There will likely be an increased expectation from the community for enforcement that the current police resources will not be able to effectively address. Moreover, the primary use of a police officer based enforcement solution in some 30km/h zones that previously functioned safely as a 50km/h zone can negatively affect police-community relations, especially on streets that were not previously identified as a concern as a 50km/h zone. An ethical-enforcement conflict can arise when residents request enforcement in these areas, however enforcement does not serve a legitimate safety reason and is perceived as a ‘tax grab’ opposed to the actual purpose of a violation ticket – specific and general deterrence to promote road safety.

In summary, the expansion of 30km/h zones in White Rock has conditional support from the White Rock RCMP when done in conjunction with robust engineering measures to avoid the reliance on police enforcement for compliance.

## **FINANCIAL IMPLICATIONS**

If the city waits until the Saanich pilot program is completed and/if MOTI approves 30 km/h default speed limits on local streets, the financial implications for signage at city boundaries would be minimal.

If Council wishes to proceed with 30 km/h signage on local streets now, each street will require signs be installed at each end and all the streets would need to be listed in the Street Traffic Bylaw through an update of the bylaw. The estimated costs to install these signs in \$125K.

Speed limit signs are often ignored by motorists which could result in increased requests for enforcement that will potentially result in increased funding requests for policing.

### **LEGAL IMPLICATIONS**

There is the potential for more speeding tickets to be issued in new 30 km/h zones and this could result in legal challenges to the tickets.

### **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

If new 30 km/h speed limits are set, extensive communication would be needed with residents in addition to newly installed signage as it is evident that not all motorists closely monitor speed limit signage.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Police and Engineering would need to work together on coordinating signage implementation and enforcement.

### **CLIMATE CHANGE IMPLICATIONS**

It could possibly be argued that lower speeds may result in less braking and some climate change benefit.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

Not applicable.

### **OPTIONS / RISKS / ALTERNATIVES**

The following alternate options are available for Council's consideration:

1. If Council wishes to proceed with 30 km/h signage on all local streets now, each street will need signage installed at each end of the street and the names of each street listed in a Street and Traffic Bylaw update. The estimated costs to install these signs is \$125K.
2. Council could select certain streets for bylaw 30 km/h speed limit approval and signage.



## **CONCLUSION**

Unless the provincially regulated *MVA* is changed, cities cannot set blanket city-wide speed limits. Speed limits can only be changed from the default 50 km/h speed limit by bylaw and street by street signage. Signage for White Rock residential streets is estimated to cost \$125K. It is recommended that the city monitor MOTI approved blanket speed limit pilots and carefully consider a city-wide 30 km/h speed limit only if MOTI provides a mechanism for implementation on a City wide basis without the need for street by street signage.

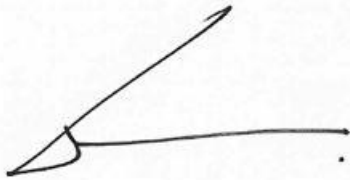
Respectfully submitted,



Jim Gordon, P.Eng.,  
Director of Engineering & Municipal Operations

## **Comments from the Chief Administrative Officer**

I concur with the recommendation of this corporate report.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: 2019 Provincial Responses to UBCM Resolutions

# PROVINCIAL RESPONSE

to the Resolutions of the 2019  
Union of British Columbia Municipalities

February 2020

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## **SR1 Provincial Consultation with Local Governments**

Whereas s. 2 of the *Community Charter* acknowledges that consultation on matters of mutual interest is a key principle defining the local-provincial relationship recognizing that the citizens of BC are best served when both orders of government respect each other's jurisdiction and work together;

And whereas recent examples of provincial processes and programs affecting the land base have not been conducted in a manner consistent with the principles espoused within the *Community Charter*:

Therefore be it resolved that the provincial government ensure that the principles of mutual respect, consultation and cooperation as outlined in s. 2 of the *Community Charter* are adhered to and implemented as it moves forward with future initiatives.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Province has an ongoing commitment to consult with local governments, both formally and informally, on matters that specifically affect them. Consultation is enshrined as a legislative principle as part of the Province recognizing local governments as an order of government. This principle is key in defining the local-provincial relationship.

Consultations build strong governmental relationships based on mutual respect and recognition. They enable the collaboration needed to develop and implement successful agreements, legislation, policies and programs that take the views of all orders of government into consideration and accomplish important things for people in all communities throughout British Columbia.

When it comes to implementing this consultation principle, it is important to recognize that a timely and effective consultation process may look different depending on the circumstances. Factors may include the specific nature of the subject at hand, the impact on local government interests, the interests of stakeholders, the Province's obligations and interests, as well as timing considerations.

The Ministry acknowledges that sometimes there may be circumstances where process steps may be missed, as Government focuses on making important choices to help people. As well, sometimes there may ultimately be a difference of views on the outcome of consultations, with the Province and local governments needing to "agree to disagree".

Ministry staff are working to identify opportunities to refresh the Province's overall understanding of the value of such consultations with local governments, and of the principles on which the local-provincial relationship is based. The Ministry is also available to offer other ministries advice and support on consultation related to specific projects as needed. The Province remains committed to the important principle of consultation and acting on it appropriately in its dealings with local governments, and the Ministry will continue to assist other ministries through advice and support on consultation related to specific projects.

## **SR2 Modernizing Development Financing**

Whereas Development Cost Charges, designed to help pay for the cost of off-site infrastructure required to deliver community services that are needed to accommodate growth, are currently restricted by the Local Government Act to areas of sewage, water, drainage, roads and parks,

And whereas the current Development Cost Charge structure does not support the flexibility local governments require to make effective off-site infrastructure investments to deliver community services needed to accommodate growth, or reflect other important infrastructure services delivered by local governments impacted by growth,

Therefore be it resolved that the Province conduct a comprehensive review of existing funding mechanisms for financing growth-related infrastructure services, including Development Cost Charges and Amenity Agreements, that would identify approaches to:

- Capture growth related capital costs, including, but not limited to infrastructure needed to support: emergency services, solid waste, cultural services, transit, recreation, affordable housing and the expansion of sport-related park services;
- Provide local government with the flexibility to ensure that financing growth-related infrastructure services better reflects community circumstances and community objectives; and
- Creates a consistent approach to land value capture and amenity charges that reduces the uncertainty associated with negotiated agreements.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

In 2018, the Province initiated the Development Approvals Process Review (DAPR) to address challenges and identify opportunities for improvement in the current development approvals process, and to support local governments in eliminating barriers to affordable housing and accelerate the construction of the homes people need in their communities. As a first step the Ministry of Municipal Affairs and Housing engaged a broad range of stakeholders including UBCM, local government, the development industry and non-profit housing organizations to discuss the challenges of the current local government development approvals process in B.C. Among the areas identified for future analysis is development finance. The final report from this engagement was publicly shared at UBCM Convention 2019: <https://news.gov.B.C..ca/releases/2019MAH0139-001844>

The Province recognizes that a review of development finance tools is a key component of improving the entire development approvals system. A Development Finance review was highlighted as a key next step. This review will involve research, analysis, policy development, consultation, and potentially legislation. The Province will engage with UBCM and key stakeholders as next steps are considered.

### **SR3 Pre-Hospital Emergency Services**

Whereas in May 2018 the BC Emergency Health Services introduced a new dispatch protocol for pre-hospital care, where first responders such as fire departments are requested only for the most urgent events or for events where an ambulance will take more than 10 minutes to respond, and this has raised concerns from local governments regarding access to emergency services in their communities;

And whereas communities in BC are diverse and require solutions that consider local capacity and local emergency health care needs;

Therefore be it resolved that the Ministry of Health, BCEHS and BC local governments work together to implement a co-ordinated approach to pre-hospital care, consistent with the recommendations in the February 2019 Auditor General Report on Access to Emergency Health Services, to: create signed agreements outlining the roles and responsibilities of fire departments based on local need; and to confirm that first responders are being notified of events where they can best contribute to patient care.

#### **RESPONSE: Ministry of Health**

The Ministry of Health and BC Emergency Health Services (BCEHS) are working together to plan, implement and monitor measurable actions in response to the recommendations in the auditor general's report.

A stakeholder engagement plan is in development, and consent agreements between BCEHS and municipalities will be established or refreshed. These agreements will address data sharing, medical oversight, and roles and responsibilities.

The Ministry and BCEHS are committed to strengthening collaboration with municipal first responders and improving the delivery of emergency health services in the province.

## **A1 Provincial Responsibility For Fire Services Act & Regulations**

Whereas UBCM endorsed resolution 2015-A3 calling for the provincial government to provide the resources necessary to inspect and enforce provincial safety regulations, including the *Fire Services Act* and its regulations, through either the Office of the Fire Commissioner or the BC Safety Authority rather than downloading the responsibility for local governments to enforce Provincial rules;

And whereas no decision has been made by the Province despite significant opposition, particularly by regional districts, regarding the proposed changes to the Fire Safety Act that would require enforcement by local governments:

Therefore be it resolved that UBCM lobby the provincial government to expedite the enactment of legislation requiring provincial safety regulations to be enforced by the Office of the Fire Commissioner or the BC Safety Authority rather than pursuing options to download the responsibility for inspections and enforcement of provincial regulations on local governments.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Currently under the *Fire Services Act*, only municipalities in British Columbia have to meet obligations regarding legislative and regulatory requirements for fire inspection regimes. In 2018, the Province communicated the objective to have a single standard for fire safety in all regions of British Columbia, including Regional Districts.

The new *Fire Safety Act*, which received Royal Assent in 2016 but is not currently in force, in its current form places requirements on Regional Districts to undertake fire inspection and compliance monitoring regimes similar to that of municipalities. UBCM has made clear the concerns raised by Regional Districts regarding the costs of initiating, implementing, and managing an ongoing fire inspection and compliance program.

The Province recognizes and understands that this new direction is a change for Regional Districts that was not previously contemplated. Therefore, the Office of the Fire Commissioner (OFC) has been directed to engage in discussions with the Fire Services Working Group of UBCM to determine the potential impacts of any new requirements on Regional Districts. The OFC continues to review and consider available information and work towards developing a plan moving forward that mitigates the important concerns raised while meeting the objective of improving fire safety in all communities in British Columbia.

## **A2 Cannabis Revenue Sharing With Local Governments**

Whereas only the federal and provincial governments are receiving tax revenue from the recently legalized sale of recreational cannabis, despite local governments encountering increased costs of the associated implementation;

And whereas UBCM endorsed a resolution (2018-SR1) calling for a principled approach to guide the negotiation of a cannabis excise tax revenue sharing agreement with the Government of British Columbia, and recommending that BC local governments receive 40 per cent of the projected excise tax revenue in the short-term, which has not received any response from the Province:

Therefore be it resolved that UBCM urge the provincial government to expedite a fair provincial-local government excise tax revenue sharing agreement regarding the sale of recreational cannabis.

### **RESPONSE: Ministry of Finance**

The sale of cannabis is not expected to generate substantial revenue for the Province in the early years of legalization, as there are significant costs associated with setting up and implementing the provincial regulatory framework. So far, the Province has received roughly \$5 million dollars in federal excise duty payments on cannabis (All legal cannabis transactions up to March 31, 2019).

The Province will continue to work with and listen to local governments and First Nation communities to understand both the potential cost pressures and savings associated with legalization as this industry continues to develop. As part of that work, the Province has been working with UBCM as part of B.C.'s Joint Committee on Cannabis Regulation.

### **A3 Increase Provincial RCMP Contribution**

Whereas British Columbia Municipalities may jointly participate in RCMP/Policing to cost-effectively manage community safety in their region with the Province providing funding to each Municipality based on population;

And whereas the 2018 West Shore RCMP General Duty Service Assessment has identified that the current 81 officer detachment needs to be bolstered by 9 officers immediately and another 4 by 2023 with the current share contributed by the Province providing 40 per cent fewer officers per capita, equating to an approximate \$720,000 short fall, forcing some municipalities to contribute more than their equitable share;

And whereas the Province does not hesitate to force a municipality to hire additional officers when it determines that the Municipality requires them to meet the needs of the community, as was the case for the City of Victoria this year:

Therefore be it resolved that the Province immediately increase their contribution for the provincial component of RCMP funding to meet the immediate and projected service needs for the communities they serve where a General Duty Service Assessment has identified a short fall.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Provincial Government has made significant investments in the BC RCMP Provincial Service, increasing an average of approximately \$18 million per year since the 2012 Agreement was signed. Government is aware that front-line police resource levels at provincial jurisdictional units have not increased as a result of these investments.

In the delivery of policing services, the RCMP must respect the distinction of municipal and provincial policing responsibilities as defined by the *Police Act*. Encroachment on municipal or provincial responsibilities, whether front-line General Duty, specialized functions, or serious and major crime services, will directly impact the respective partners' resources and budgets.

It is imperative that provincial resource levels are commensurate to the workload generated by provincial areas, and that any RCMP review or assessment of resourcing is appropriate, robust, comprehensive, and reflects the wider context of service delivery.

Ministry staff continue to work with the RCMP in their development of appropriate tools and methodologies to assess provincial resource levels, as well as potential resource or service inequities amongst contract partners. The ministry also continues to work with the RCMP, and internally in government, to address front-line, uniformed provincial police resourcing.

## **A4 United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP)**

Whereas the Province of British Columbia has announced introduction of legislation to implement United Nations Declaration on the Rights of Indigenous People (UNDRIP);

And whereas the announcement did not specify details in relation to framework and process implementation;

And whereas local governments require a clear delineation of their responsibilities where the implementation of Provincial legislation is concerned:

Therefore be it resolved that the Province of British Columbia provide clarity to local governments regarding implementation of United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) processes and framework;

And be it further resolved that the Province of British Columbia provide a clear delineation of the responsibilities of local governments in relation to the implementation of these processes after full consultation with local governments, both rural and urban.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Our government is committed to true, lasting reconciliation with Indigenous people in British Columbia and is fully adopting and implementing the *United Nations Declaration on the Rights of Indigenous Peoples* and the Truth and Reconciliation Commission of Canada's Calls to Action. On November 28, 2019 the Declaration on the Rights of Indigenous Peoples Act (*Declaration Act*) received Royal Assent.

This is a historic time for everyone in B.C. Implementing the UN Declaration will help Indigenous peoples, industry, communities and government work together. Part of implementation includes building an action plan and that will involve reaching out to local governments.

In the meantime, at the 2018 UBCM, Convention a [memorandum of understanding](#) between the Union of B.C. Municipalities (UBCM) and the Province, as represented by the Ministry of Indigenous Relations and Reconciliation (MIRR), was updated to help facilitate collaborative relationships with First Nations, Indigenous communities and local governments.

The MOU affirms the local government role in fostering relationships built on honesty, respect and undertaking reconciliation at the community level. We see great opportunity for advancing reconciliation through these kinds of partnerships at the community level.

To help encourage local connections, the Ministry contributes annually for the Regional Community to Community (C2C) Forum program which helps local governments and First Nations develop relationships. The program is also funded by the federal government and is administered by the Union of B.C. Municipalities and the First Nations Summit.

Over the past 20 years, it has funded over 600 Community to Community events. This has helped local governments and First Nations develop collaborative relationships, leading to a wide range of service agreements and protocols.

While there is more to do, the list of local governments and First Nations improving their relationships continues to grow. UBCM's recent report on the last years of progress from the Regional C2C Program highlights many positive examples. The report is available on UBCM's website.

## **B1     Change the Requirements for Public Notification**

Whereas the *Local Government Act* and the *Community Charter* require that all Public Notices be published in a newspaper;

And whereas printed newspapers are no longer the only or most effective means of giving Public Notice:

Therefore be it resolved that UBCM request the provincial government amend the *Local Government Act* and the *Community Charter* to allow statutorily required Public Notices to be published using a variety of media channels, including but not limited to: newspapers, social media, web sites and online advertising, as long as reasonably equivalent or better reach than that of solely using printed newspapers can be demonstrated.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

In 2018, the Ministry started work to better understand the challenges that local governments face with the current notice provisions and the policy implications of different options. Since then steps have been taken to analyze the current notice provisions, including completing cross-jurisdictional research, working with a group of Corporate Officers from communities of various sizes and geographies, and articulating principles of effective public notice (e.g. timely, geographically appropriate, accessible, reliable). Research and policy work will continue to focus on balancing key local government system principles – such as transparency and accountability - with local government’s requests for additional flexibility in statutory notice requirements.

Once the work is completed, outcomes and findings will be shared with the UBCM Executive for discussion and consultation on possible next steps.



## **B2 Municipal Boundary Extension Consultation**

Whereas the Ministry of Municipal Affairs and Housing has deemed that municipal boundary extensions into adjacent electoral areas of a regional district be guided by the principle of consultation with those affected, including First Nations whose traditional territory encompasses the proposed area of extension;

And whereas the discretionary nature of municipal consultation with adjacent electoral area residents who are most affected by a municipal boundary extension with impacts to taxation, revenues, infrastructure and overall service provision by regional districts is inequitable to that of municipal residents:

Therefore be it resolved that UBCM work with the Province of BC to amend the *Local Government Act* section 12(3) to remove the discretionary nature of the consultation process and mandate that the minister be required to direct that a vote on the question of including all or a portion of an adjacent electoral area into a municipality under this section be taken, in the form specified by the Minister.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Under the *Local Government Act*, the Minister has the authority to order an assent vote of the electors in the proposed boundary extension area. This is typically conducted in situations where the proposed area has a population over 200 persons, or the proposal has significant implications. For smaller-scale boundary extensions, the Ministry requires that municipalities provide opportunities for property owners in the extension area to share their feedback and views. Responses are carefully reviewed by the Ministry.

As part of the boundary change request, the municipality requesting the extension is responsible for collaborating with the regional district to identify and address potential impacts. This may include mitigation measures, such as a financial agreement to transition to new service costs over time or commitment to specific shared service arrangements. Proposals are reviewed by the Ministry based on technical and administrative criteria.

### **B3 Local Government Autonomy**

Whereas Section 1 of the *Community Charter* confirms that municipalities and their Councils are "democratically elected, autonomous, responsible and accountable" and must operate under strict statutory conditions associated with public consultation and public interest; and that Section 1 of the *Local Government Act* grants local governments the powers and flexibility required to fulfill their purpose and respond to the needs of their communities within that mandate;

And whereas the Government of BC has shown a willingness to overrule municipal land use regulations, dispense with public consultation functions mandated by the *Local Government Act*, and forego collaboration with local government, actions that can set a precedent in undermining the jurisdiction of municipal Councils to determine and represent the interests of their communities through a fair and accountable public process:

Therefore be it resolved that UBCM request the provincial government to commit to working in collaboration with local governments within boundaries of their respective jurisdictions on all current and future projects of mutual concern.

#### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Province has an ongoing commitment to work collaboratively through consultation with local governments, both formally and informally, on matters that specifically affect them. Under the *Community Charter* and the *Local Government Act*, the Province recognizes local governments as an order of government in their respective jurisdiction. This recognition entails a principle of consultation where the Province and local governments work towards cooperative approaches on matters of mutual interest.

When it comes to implementing this consultation principle, it is important to recognize that a timely and effective consultation process may look different depending on the circumstances. Factors may include the specific nature of the subject at hand, the impact on local government interests, the interests of stakeholders, the Province's obligations and interests, as well as timing considerations. As well, sometimes there may ultimately be a difference of views on the outcome of consultations, with the Province and local governments needing to "agree to disagree".

The Province recognizes that working collaboratively through consultation with local governments enables the mutual respect and recognition needed to develop and implement successful agreements, legislation, policies and programs for the citizens of British Columbia.

While the Province prefers to operate in a manner that respects local land use planning authority, on occasion the Province has found it necessary to rely on its statutory immunity from the application of laws relating to the use or development of land (section 14(2) of the *Interpretation Act*), in order to address urgent situations. It is important to recognize that in many cases this has been done with the support of the affected local government, and has allowed, for example, quick action by the Province and B.C. Housing to establish emergency housing in Nanaimo, Victoria and Kamloops with the participation and support of the local governments.

## **B4 Proceeds of Crime**

Whereas the provision of police services places a significant financial burden on local government;

And whereas the Civil Forfeiture Crime Prevention and Crime Remediation Grant Program funds community crime reduction and crime prevention activities, but does not address local government policing costs, including expenditures related to investigations and police work that result in seizures of proceeds of crime:

Therefore be it resolved that the Province share seizures of proceeds of crime with local governments to help address protective services costs.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Under British Columbia's *Police Act*, a municipality is responsible for its police services when its population exceeds 5,000 persons. These municipalities may form their own municipal police department, contract with an existing municipal police department, or contract with the provincial government for RCMP municipal police services.

Under the Traffic Fine Revenue Sharing Program, the Provincial Government transfers 100 percent of net revenues from traffic violations to municipalities that are directly responsible for paying for policing. This provides municipalities additional funds to support community safety and address local policing priorities. Transfer grant amounts are based on a municipality's policing costs relative to the total policing costs paid by all municipalities. Rural communities and municipalities with populations under 5,000 benefit by receiving a reduction in the Police Tax they pay.

The Ministry of Public Safety and Solicitor General supports community-based crime prevention and remediation programming through the Civil Forfeiture Crime Prevention and Remediation Grant Program. This grant program provides one-time funding for crime prevention and remediation projects through the proceeds from the civil forfeiture process. Priority areas for grants are established on a year-by-year basis through consideration of government's current strategic priorities. Some of the funding streams from previous years include: Police Equipment and Training; Crime Reduction and Crime Prevention; Indigenous Healing and Rebuilding; Violence against Women – Domestic Violence and Sexual Assault; Human Trafficking, Sexual Exploitation and Vulnerable Women in the Sex Trade; and Restorative Justice. Since 2006, government has invested over \$43 million in B.C. communities through this grant program. Since 2016/17 \$1.8 million has been provided to police agencies for equipment and training needs. A call for applications for the program typically occurs annually each fall.

## **B5 Criminal Justice Reform**

Whereas British Columbia currently has the highest threshold/charge approval standard in Canada in proceeding with charges and criminal prosecution of gangsters while communities across British Columbia's lower mainland have concurrently seen a year over year rise in gang-related homicide and violence;

And whereas ongoing court delays favour the rights of the accused over the rights of victims and/or the community;

And whereas the Government of Canada committed \$328-million over 5 years beginning in 2018, and \$100-million annually thereafter to tackle the increase in gun related violence and gang activity in Canada as well as \$43 million annually in the National Crime Prevention Strategy to develop cost-effective ways to prevent crime among at-risk populations and vulnerable communities:

Therefore be it resolved that UBCM request that, in support of addressing the ongoing gang violence across BC, the Province of BC and BC's Attorney General and Minister of Public Safety immediately begin working with the Government of Canada to take steps to explore initiatives to address issues within the British Columbia justice system including BC's restrictive charge approval standards, the ongoing high volume of court delays as well as measures to address community safety in support of the rights of all Canadians to live in safe communities.

### **RESPONSE: Ministry of Attorney General**

Charge Assessment guidelines applied by Crown Counsel in the exercise of their prosecutorial discretion are the subject of longstanding policy and are available online at: [www.gov.bc.ca/charge-assessment-guidelines](http://www.gov.bc.ca/charge-assessment-guidelines)

Before approving any charge, Crown Counsel must consider the presumption of innocence, the prosecution's burden of proof beyond a reasonable doubt, and the prosecutor's fundamental obligation to act as a "minister of justice," and see justice done.

When police in B.C. conclude an investigation, they have the discretion to submit a Report to Crown Counsel (RCC) to the BC Protective Service (BCPS) for Crown Counsel to determine if the charge assessment standard is met. If charges are approved, a prosecution is initiated.

Crown Counsel impartially assess the RCC that is brought to them, carefully balancing all relevant factors in light of the available evidence, the governing Criminal Code provisions (as informed by relevant case law), and their assessment of the public interest, as agents for the Attorney General of British Columbia.

Crown Counsel are obliged to fairly, independently, and objectively examine the available evidence in each case in order to determine if there is a substantial likelihood of conviction. If so, then they must go on to determine whether the public interest requires a prosecution by considering the particular circumstances of each case and the legitimate concerns of the local community. Application of this two-part test continues to apply throughout the prosecution and is the only determinant of whether a matter proceeds through to a trial.

In exceptional circumstances, where the relevant public interest factors weigh so heavily in favour of a prosecution that it is necessary to resort to a lower charge assessment standard in order to maintain public confidence in the administration of criminal justice, a charge may still be approved even though the usual evidentiary test is not met. Under such circumstances, the minimum evidentiary standard, which continues to apply throughout the prosecution, is whether there is a reasonable prospect of conviction. An example of where this exceptional evidentiary test might be applied is in cases of

significant risk to public safety, such as offences of extreme violence, involving firearms and criminal gangs.

In 2012, as part of a broader justice system review, retired Alberta prosecutor Gary McCuaig QC was engaged by the B.C. Ministry of Attorney General to conduct an independent review of the process and standard of charge assessment in B.C. Mr. McCuaig consulted widely in the development of his recommendations, including with RCMP and municipal police agencies.

Mr. McCuaig's report recommended that the usual standard of 'substantial likelihood of conviction' should be retained as part of the BCPS charge assessment regime; the report is available online.

Further, requests for changes to federal legislation, including the *Criminal Code*, should be addressed to The Honourable David Lametti, Minister of Justice and Attorney General of Canada, 284 Wellington Street, Ottawa, Ontario K1A 0H8, Email: [mcu@justice.gc.ca](mailto:mcu@justice.gc.ca)

The Ministry of Public Safety and Solicitor General has created a multi-pronged, gang strategy that recognizes the importance of prevention, intervention and enforcement as critical pieces to eradicating gun and gang violence in our communities, as well as the intricate and interconnected landscape of gun and gang violence in BC. Leveraging Provincial and Federal funding, significant investments are being made across the Justice and Public Safety sectors to address community safety and to build on prior investments. The strategy demonstrates a continued commitment to strengthen provincial capabilities to address gang violence through focused and sustained initiatives over several years to reduce illegal guns and gangs and to enhance community safety.

Government is committed to reducing delays and improving the timeliness of matters coming before the courts. Government aims to make improvements and reduce delays and is continuing to make significant progress in this area with some of our program enhancements and technology innovations.

In the Metro Vancouver and Fraser Valley area, the average time to trial for general criminal matters is between 5-8 months (depending on the number of hearing days allocated to the trial), which is well within the timeframe set out in the Jordan decision. Detailed statistics are available upon request.

Government has been diligent in monitoring stays due to systemic delay. The number of successful Jordan judicial stay applications in the last three years have been very small in comparison to the number of criminal cases prosecuted in BC courts, with an average of less than 20 judicial stays compared to 70,000 disposed criminal cases per annum.

## **B6 Victims Services Funding**

Whereas the costs to local governments for providing police-based victim services continues to escalate due to increased demand and annual inflation;

And whereas the authority for providing victim services for: victims' issues; development of legislation, policies and programs; training; and delivering and funding programs that support victims and their families is the responsibility of the Community Safety and Crime Prevention Branch of the Ministry of Public Safety and Solicitor General:

Therefore be it resolved that the UBCM urge the Province of BC, through the Ministry of Public Safety and Solicitor General to increase the Ministry's funding contribution for the provision of police-based victim services within the Province of British Columbia.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

To better meet the ongoing demand for programs and services such as counselling, outreach and crisis support for women and children who experience domestic violence, sexual assault and other crimes, the 2018/19 budget increased annual funding by \$5 million starting in 2018/19, which will be further increased by an additional \$3 million in 2020/21, for a total increase of \$18 million over three years.

The Ministry now provides over \$37 million annually in funding to support over 400 victim service and violence against women programs across the Province, which includes nearly \$6 million for 91 police-based victim service programs.

Additionally, in December 2017, the Ministry provided a total of \$5 million in one-time Program Enhancement Grants, including \$0.658 million to Police Based Victim Service programs across British Columbia to help address service delivery pressures for programs.

The Ministry is aware that some agencies and programs continue to face financial pressures and ministry staff continue to work with those agencies on these issues.

## **B7 Safer Slower Streets: 30 km/h Residential Street Pilot**

Whereas currently, the *Motor Vehicle Act* (MVA) stipulates a speed limit of 50 kilometers per hour (km/h) within city limits;

And whereas the probability of pedestrian survival is about 90 per cent if struck by a motor vehicle travelling at 30 km/h, while survival is reduced to 20 per cent if struck by a motor vehicle travelling at 50 km/h;

And whereas lower speed limits are more compatible with active transportation, and create safer, better engaged, healthier and more inclusive communities;

And whereas in 2015, the BC Road Safety Strategy set out the goal of zero traffic fatalities and serious injuries and discussed safe speeds. In 2016, the Provincial Health Officer's Annual Report also recommended a 30 km/h speed limit in urban areas;

And whereas in June 2016, as part of its position paper, Modernizing the BC *Motor Vehicle Act*, the British Columbia-based Road Safety Law Reform Group recommended: "A default provincial speed limit of 30 km/h for local (no centre line) streets should be included in the *Motor Vehicle Act*, with municipalities enabled to increase speed limits on local streets in a case by-case basis by by-law and posted signage.";

Therefore be it resolved that the Minister of Transportation and Infrastructure be asked to consider an amendment to the *Motor Vehicle Act* that would allow incorporated municipalities and regional districts to institute blanket speed zones in residential areas.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is committed to keeping our roads safe and speed limits play an important role.

The BC *Motor Vehicle Act* (MVA) establishes the basic or "statutory" speed limit on all public roads: 80km/h outside municipalities and 50km/h within municipalities. Municipalities can alter speed limits within their communities through the implementation of by-laws. If a municipality lowers a speed limit, they must use traffic signs to define the new speed limit throughout each area selected to both inform drivers of the speed limit and to enable enforcement of speed related offences.

The Ministry is aware that some communities have already adopted lower speed limits, and that others are considering their adoption. The Ministry will continue to engage with interested local governments and provide support respecting municipal speed limits to ensure road safety while acknowledging all road users. For example, earlier this year, the City of Campbell River introduced trial 40 km/h speed limit in two residential areas for improved safety and livability (i.e. to encourage active transportation).

The Ministry is not planning changes to the MVA to redefine the statutory speed limit; however, as part of our active transportation strategy, the Ministry has committed to review legislative, regulatory and policy frameworks – including the MVA – to acknowledge all road users and emerging active transportation modes.

## **B8 Local Government Photo Radar Implementation**

Whereas local governments, with limited and competing resources, must address traffic safety challenges to ensure the well-being of our residents;

And whereas traffic speed enforcement in residential areas, playgrounds, and school zones is labour intensive and the ability to use photo radar as a deterrent has proven to be effective and efficient in the management of speed:

Therefore be it resolved that UBCM lobby the provincial government to permit local governments to independently implement photo radar, with the focus on changing driver behaviour, on local roads at the local government's request and expense.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Intersection Safety Camera (ISC) program is a provincial traffic enforcement initiative and does not operate as a municipal program. The program is responsible for ensuring consistent standards, incident review and prosecution of the violation tickets. The ISC program is not operated by or delegated to municipalities, however ticket fine revenue is returned to British Columbia's municipalities through the Traffic Fine Revenue Sharing (TFRS) Program.

At this time, the Province is focusing on implementing ISC speed activation at 35 selected high-crash sites. Key factors used to select ISC speed sites include the prevalence and extremity of speeding, fatal and severe injury crash history, and potential to reduce collisions.



## **B9     Equitable Funding for Highway Rescue Services**

Whereas British Columbia highways are handling larger volumes of traffic much of which is travelling at higher than posted speeds, with vehicle crashes more serious and frequent in all parts of BC in all seasons;

And whereas many small community volunteer fire departments and societies provide vital highway rescue services for crashes occurring on Provincial highways primarily at their own cost either by fundraising or by local community taxation or both;

And whereas while Emergency Management BC reimburses highway rescue service providers for some of their costs, most small local governments and societies are paying 66 per cent of the costs associated with the provision of this valuable service performed on Provincial highways, while the Province of BC funds 100 per cent of other emergency services attending to vehicle crashes on Provincial Highways;

And whereas the Province of BC has received resolutions for this very topic for several years, and to date, no equitable funding model has been developed to provide consistent, reliable and fair funding for this service provided on Provincial highways:

Therefore be it resolved that the Province of BC seriously commit to the development and implementation of an equitable funding model that is fair for all parties, to ensure that this important service continues to be delivered for people travelling on Provincial highways, perhaps by way of a partnership between various Provincial authorities.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes and appreciates the challenges that small municipalities and rural communities within regional districts face in delivering fire and rescue services.

In 2017, the Province provided funding to the Fire Chiefs' Association of BC (FCABC) to develop options for funding road rescue in BC. FCABC provided a report to Emergency Management BC (EMBC) and EMBC and the Office of the Fire Commissioner are undertaking an in-depth analysis of the report and are developing options for Government consideration.

The Province recognizes and appreciates the invaluable life-saving service that career and volunteer fire departments, as well as dedicated road rescue societies, provide to motorists throughout BC and is committed to developing a sustainable, fair funding model. We are fortunate in British Columbia to have dedicated and skilled emergency responders who support public safety by responding to incidents on our highways.

## **B10 Search And Rescue – Sustainable Funding**

Whereas Search and Rescue volunteers provide valuable service in support of police forces, the BC Ambulance Service, the Coroners Service, and local governments in the province, and the costs associated with providing the necessary training, equipment and facilities is increasing;

And whereas Search and Rescue groups rely on grants and other time consuming, short-term and unpredictable funding sources which do not provide financial security or allow long term strategic operational planning;

And whereas the Province has supported Search and Rescue groups with a series of one year grants for the last three years, there is no provision in the 2019 budget for any further financial support for Search and Rescue groups:

Therefore be it resolved that UBCM petition the Province to implement a consistent and sustainable funding model for Search and Rescue groups to allow them to better provide efficient and effective search and rescue operations.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes that British Columbia's Ground Search and Rescue volunteers are among the best in the world and the Province is committed to supporting their invaluable work.

Emergency Management BC, in collaboration with the BC Search and Rescue Association, continues work to establish a sustainable and secure long-term funding model.

In March of 2019, the Province invested \$18.6 million, distributed over a three-year period, to support operations, training and expanded equipment and activities. This investment represents the single largest provincial ground search and rescue contribution in British Columbia's history and will provide the Province and the BC Search and Rescue Association the time required to develop a sustainable model for consideration for implementation by fiscal year 2022/2023 and beyond.

## **B11 Downloading of Responsibility for Emergency Services**

Whereas British Columbia's small and medium-sized local governments are finding it increasingly challenging to respond and most importantly to fund emergency response services that are not necessarily within the purview of their statutory mandate and responsibility;

And whereas many of these provincially downloaded responses to emergencies impact local police, ambulance, fire, fire-rescue, emergency highway rescue, and search and rescue services, many of which are volunteer-based;

And whereas emergencies originating on the land base outside the boundaries and beyond the limited financial resources, expertise, and staff and volunteer capacities of those local governments are in many cases climate change-driven:

Therefore be it resolved that UBCM petition the Province of British Columbia and where applicable the Government of Canada to recognize and assist local governments with funding and other aid in responding to emergency services that are not necessarily within the purview of their statutory mandate and responsibility.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes the challenges that small communities and regional districts face in delivering emergency services, especially beyond their established service areas. The Province also recognizes and values the many volunteers who are the foundation for many of these life-saving services in rural areas.

In March 2019, the Province invested \$18.6 million, distributed over a three-year period, to support search and rescue operations, training and expanded equipment and activities.

Emergency Management BC (EMBC), in collaboration with the BC Search and Rescue Association, continues work to establish a sustainable and secure long-term funding model for Ground Search and Rescue.

With the Office of the Fire Commissioner, EMBC is committed to working with the Fire Chiefs' Association of BC on a sustainable model for road rescue services.

The Province is considering modernization of the *Emergency Program Act*. A discussion paper was developed that outlined the proposed changes to the Act. Communities were encouraged to participate and provide input to ensure that this new legislation reflects their needs.

## **B12 Funding for Climate Change Adaptation – Flood Protection**

Whereas flood protection works are deficient in many areas throughout the Province of British Columbia and, in many areas, are adjacent to Wildlife Management Areas or environmentally protected areas;

And whereas climate change is increasing the risk of flooding in many coastal communities due to long term sea level rise;

And whereas there are limited funds to address long term dike improvement works:

Therefore be it resolved that senior levels of government work with local governments to fund and assist in implementing a streamlined approvals process for long term flood protection adaptation programs.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The South Coast Region has combined the application reviews regarding the *Dike Maintenance Act* and *Water Sustainability Act* into one process to improve adjudication turnaround times.

The Province is also collaborating with the Lower Mainland Flood Management Strategy, facilitated by the Fraser Basin Council, to create a regional approach to long-term flood management.

The Province, led by Emergency Management BC, continues to partner with the Federal Government on flood mitigation funding programs such as the National Disaster Mitigation Program (NDMP), Disaster Mitigation and Adaptation Fund (DMAF), and Investing in Canada Plan - Bilateral Agreement funding.

In addition, through EMBC, the Province has funded the Community Emergency Preparedness Fund (CEPF), a program administered by UBCM that includes funding for flood risk assessments, mapping, mitigation planning and structural mitigation.

Innovative approaches to flood protection, including foreshore enhancements, can facilitate the ecological resilience of tidal marshes in locations like Wildlife Management Areas. South Coast Region staff are working with local governments on funded projects (DMAF) that will inform and enhance long term management approaches.

## **B13 Provincial Forest Management**

Whereas the wildfire burden to BC's society, economy and environment over the last decade can be measured in billions of dollars;

And whereas successive provincial governments have significantly underfunded mitigation programs;

And whereas the current wildfire management strategy is overly reliant on FireSmart, placing wildfire risk mitigation at the homeowner level while much of the land requiring treatment is government controlled;

And whereas the BC government inconsistently mitigates natural disasters:

Therefore be it resolved that UBCM support lobbying the provincial government to support and implement changes to its wildfire mitigation practices to significantly fund Wildland Urban Interface (WUI) fuels treatments, provide fire resilient communities and to maintain an effective wildfire response capability.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The Community Resiliency Investment program, launched in September 2018, provides \$60 million to assist local governments and First Nations mitigate wildfire threats around their communities. The Community Resiliency Investment allows local governments and First Nations to apply for funding to cover up to 100% of their wildfire risk reduction projects. Eligible applicants with a lower wildfire risk can apply for up to \$25,000 per year, but applicants with a demonstrated higher wildfire risk can apply for up to \$150,000 per year. To date, over \$9.8 million has been allocated to assist with 129 projects throughout the province.

The funding from the Community Resiliency Investment program can be used to assist with projects related to: education; planning; development; inter-agency cooperation; emergency planning; cross-training; FireSmart demonstration projects; fuel and vegetation management; and FireSmart activities for private land.

The program takes a proactive approach to wildfire risk reduction and fuel management treatments by considering fire prevention and FireSmart activities on provincial Crown land, private land, local government land and reserve land.

## **B14 Online Voting**

Whereas resolutions supporting legislative changes to allow for online voting in local government elections were endorsed at the 2011 and 2015 UBCM Conventions;

And whereas the Province's response in 2015 indicated that it is open to exploring the topic further with UBCM and specific local governments who are interested in implementing internet voting:

Therefore be it resolved that the Province be lobbied to initiate legislative changes that would allow local governments to implement online voting for upcoming elections and assent voting opportunities.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

An expert panel convened by Elections B.C. at the request of the then Attorney General reported out in 2014 that the inherent risks of internet voting were too high to consider implementing universal internet voting in either provincial or local government elections at that time. Security at the voter's device, reduced transparency and auditability compared to traditional voting methods, and cost were seen by the panel to be the most significant risks. Its conclusion was that significant further work would first be required to identify ways (if available) to mitigate the risks associated with online voting.

The Ministry is always open to continued discussions about challenges and occasions to expand voting opportunities, however many of the underlying concerns identified by the expert panel continue to persist when discussing online voting.

## **B15 Funding for Design of Cycling Infrastructure (Bike Lanes) for Local Governments**

Whereas the Province of BC is cost sharing cycling infrastructure projects with local government through our BikeBC program to encourage healthy living and to help address climate change;

And whereas prior to building cycling infrastructure, such as bike lanes, it is necessary to conduct a design stage that can be a very expensive endeavor:

Therefore be it resolved that the Province cost share not only cycling infrastructure but also the design of the infrastructure, especially as it relates to bike lanes.

### **RESPONSE: Ministry of Transportation and Highways Infrastructure**

The Provincial Government is eager to see the growth of active transportation across the province. On June 17, 2019, [Move. Commute. Connect.](#) – B.C.’s Active Transportation Strategy - was released to support the Province’s CleanBC Strategy. One of the goals of *Move. Commute. Connect.* is to double the percentage of trips taken with active transportation by 2030.

*Move. Commute. Connect.* is focused on changing the transportation landscape to make active transportation safer, more accessible and convenient for the public, regardless of age, ability, gender or ethnicity. In support of this strategy, the Ministry released the [B.C. Active Transportation Design Guide](#), a detailed planning and engineering reference that includes best practices for the development of active transportation infrastructure projects.

An early action item in *Move. Commute. Connect.* is to: “expand the existing Provincial grant program to include all forms of active transportation and to support planning an infrastructure.” As part of this work, staff will explore cost-share opportunities to encourage the development of infrastructure that promotes all forms of active transportation including the potential to expand eligible project expenditures to project planning and design estimates.

In 2018, the Province’s cycling grant program expanded its cost-shareable items to include Cycling Network Plans for communities with a population of 15,000 or less, in recognition of the financial challenges associated with management and development of transportation in B.C.’s smaller communities.

## B16 Alternative Transportation Infrastructure

Whereas the federal government has committed itself to the Paris Accord to limit climate warming to 1.5 degrees Celsius and the provincial government has committed itself to reduce greenhouse gas emissions to 80 per cent below 2007 levels by 2050 and has committed to an active transportation strategy which outlines a path to reduce greenhouse gas emissions;

And whereas the Ministry of Transportation and Infrastructure are the responsible authority to ensure safe and reliable road infrastructure throughout rural and unincorporated areas in BC:

Therefore be it resolved that the provincial government be urged to fund the Ministry of Transportation and Infrastructure to support an increased investment in infrastructure improvements and ongoing maintenance necessary for the safe integration of low carbon alternative modes of transportation on rural roads which connect communities throughout BC.

### RESPONSE: Ministry of Transportation and Infrastructure

On June 17, 2019, the province released *Move. Commute. Connect.*, a strategy designed to encourage active transportation, build on the success of the cycling grant program, and work with communities to create policies and plans that support complete active transportation networks.

For example, under *Move. Commute. Connect.*, the Ministry of Transportation and Infrastructure (Ministry) will:

- integrate active transportation in the design and construction of provincial highways;
- pursue options to secure further funding for the expanded Provincial Grant programs and supports for rural and Indigenous communities;
- improve connections and facilities at transit hubs and stops;
- conduct enhanced road shoulder cleaning on provincial roads;
- update the ministry's cycling policy to become an active transportation policy;
- encourage the use of the B.C. Active Transportation Design Guide at all levels of government for infrastructure and planning; and,
- support research to identify and address the barriers to participation in active transportation, with a focus on underrepresented populations.

The Ministry has been working on the initiative over the past 10 years. Although there is no set completion date, the Ministry has made improvements to 75 percent of Highway 101 shoulders between the Town of Gibsons and Earls Cove and provided \$4.8M toward the Stewardson Way pedestrian overpass. The Ministry is also investing over \$10M in active transportation upgrades and expansion for the Lower Lynn Project.

The Ministry continues to work with the Ministry of Energy, Mines and Petroleum Resources in the development of the provincial electric vehicle charging network. The Ministry has installed fast chargers at twelve highway rest areas to date, with six more under construction becoming operational this spring, and is planning to develop a further six more new sites in the summer of 2020. To date these charging stations are in remote areas and smaller communities in the interior and on Vancouver Island. Looking ahead to 2020 and beyond, the Ministry, in coordination with Ministry of Energy, Mines and Petroleum Resources, is making plans to expand the network northward.



## **B17 Shipment of Dangerous Goods by Rail**

Whereas the increase in rail shipment of petroleum products and other dangerous goods pose an increased chance for spills and greater environmental risk:

Therefore be it resolved that UBCM lobby the provincial and federal governments to improve Environmental Emergency Program regulations around rail transport of petroleum products and dangerous goods to strengthen and include improvements to spill preparedness, response and recovery.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province of British Columbia recognizes that hazardous spills due to railway incidents pose a significant risk to the environment. In October 2017, the Ministry of Environment and Climate Change Strategy developed its first phase of regulations which place certain requirements on railways, pipelines and trucking transporters to address these risks. As a result of these regulations, transporters must develop and test spill contingency plans to prepare for spills; adhere to more stringent spill reporting requirements; and may be required to develop a recovery plan to address damage to the environment.

Government is developing a second phase of spill regulations that would potentially require railways and/or pipelines to develop geographic response plans to ensure resources are available to support an immediate response to a spill and adhere to response time planning standards that would ensure a timely response following a spill.

## **B18 BC Ferries Service Levels**

Whereas BC Ferries vehicle traffic levels in 2018 were the highest ever experienced by BC Ferries and traffic demand is forecast to continue to grow;

And whereas coastal ferries are an extension of the provincial highway system relied upon to transport people and goods, safely, efficiently and on time, and are therefore crucial to the economic and social health of coastal communities and the BC tourism industry:

Therefore be it resolved that UBCM urge the provincial government to review the Coastal Ferry Services Contract and implement changes to increase Core Service Levels for coastal ferry routes that support additional sailings and reduce wait times during peak travel periods.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government has made it a priority to improve ferry services. Some actions that have been taken, include: increasing the minimum contracted service levels, reducing fares, reinstating the seniors' discounts and amending the Coastal Ferry Act to put the public interest in the forefront of decision-making. To implement these changes, Government has increased its funding by nearly \$40 million annually – a 20% increase.

While the Ministry has no plans to further increase contracted service levels, BC Ferries provides services on many routes above the contracted level. We anticipate that they will continue to assess their service levels to ensure that the services meet the community needs. The Ministry intends to develop a vision for coastal ferry services to ensure that ferry travellers and ferry dependent communities will have the services they need into the future.

## **B19 Extension of Vacancy Taxation Authority to Local Governments**

Whereas the Province of British Columbia responded to a housing affordability crisis in 2016 with legislation empowering the City of Vancouver to introduce a surtax on vacant residential properties, resulting in \$38-million in revenues for that community in 2018 and creating a strong disincentive to leaving properties vacant;

And whereas communities across British Columbia face housing affordability pressures, while a portion of the housing supply in all communities remains vacant, including properties that have remained derelict for years or decades, and vacant and derelict buildings pose substantial risks in terms of public safety in communities, as well as liveability and desirability for nearby and adjoining neighbourhoods and properties:

Therefore be it resolved that the Province of British Columbia extend the authority to introduce a surtax on vacant residential properties to local governments across British Columbia, providing communities with the discretion to decide whether to introduce an additional tax to discourage vacant and derelict buildings, and encourage the occupancy, maintenance, and improvement of buildings to address housing affordability and public safety.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Affordable and available housing is of paramount concern to the Province. To address this concern, the province is taking a number of tangible steps, including: working with the federal government to develop a new National Housing Strategy and implementing a 10 year housing plan to help people find a home.

One part of the plan is a speculation tax that targets, among other things, vacant homes. Currently, this tax focuses on large urban centres, which face the most serious housing problems, and addresses the issue of property owners who do not pay taxes in B.C. but take housing stock out of the market. As affordable housing is a systemic provincial issue, the speculation tax is best administered at the provincial level. Also, the Province has the most appropriate audit and compliance tools for administering the tax. Revenue from this tax will help to fund important housing affordability initiatives in B.C.

Designing an authority for a vacancy tax for local governments would require amendments to the *Community Charter*. There are varied interests for this measure among local governments across B.C., indicating a need for further discussion before considering legislation beyond what was granted to the City of Vancouver in 2016. While enabling legislation does not need to be used by every community, it would have to be usable – and under the *Community Charter*, that means useable across a range of communities throughout the province.

The Province will continue to monitor the effectiveness of Vancouver's tax and listen to the views of local governments across B.C. on this matter. Any such work would need to consider the more recent addition of the provincial speculation tax in some areas, as both taxes are intended to have the same functional effect of increasing vacancy rates by encouraging property owners to rent their vacant properties. There would need to be greater understanding of the effect of having two taxes with the same purpose in these regions of the province.

Regarding a surtax on derelict properties, municipalities already have the authority to regulate, prohibit, and impose requirements on unsightly premises. Included in this authority is the ability to establish a fine for violation of municipal bylaws and impose fees for municipal works done on the property. Therefore, the Province will not be able to explore a tax on derelict properties at this time.

## **B20 PST Exemption for Fire Apparatus and Firefighter Personal Protective Equipment**

Whereas the municipalities and regional districts that provide firefighting services must provide certified Fire Apparatus and regulatory compliant Firefighter Personal Protective Equipment to meet insurance standards and WorkSafe BC regulations;

And whereas the cost of providing the specialty apparatus and equipment has become an onerous challenge for large and small fire departments alike:

Therefore be it resolved that the provincial government be requested to provide an exemption from provincial sales tax for fire protection equipment and supplies for Fire Departments within the province.

### **RESPONSE: Ministry of Finance**

Government values the contribution that first responders, including firefighters, make to communities throughout B.C. It is important that the health and safety of firefighters is protected while they provide invaluable services to British Columbians every day.

The current PST system strikes a balance between providing tax exemptions and grants to ensure firefighters have life-saving equipment and apparel and ensuring it can be properly applied by B.C. businesses. The full suite of PST exemptions is described in an information bulletin—PST 100, *Safety Equipment and Protective Clothing*— is available online: <https://www2.gov.bc.ca/assets/gov/taxes/sales-taxes/publications/pst-100-safety-equipment-protective-clothing.pdf>

Ministry of Finance staff are also available to assist local governments and fire departments understand whether an exemption applies to specific items and can be reached at [CTBTaxQuestions@gov.bc.ca](mailto:CTBTaxQuestions@gov.bc.ca).

## **B21 Strong Fiscal Futures**

Whereas the Province's response to the 2014 UBCM Strong Fiscal Futures resolution was limited to recognition of the need for more regular, structured dialogue between the Province and UBCM to better address shared duties to ensure the delivery of effective, responsive services to citizens;

And whereas local governments continue to face significant challenges in providing effective, sustainable services and infrastructure management under an outdated local government financial system and archaic revenue sources:

Therefore be it resolved that the Province commit to pursuing the Strong Fiscal Futures report as a flexible blueprint for a diversified local government finance system that is both fairer and more sustainable.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Since the release of the Strong Fiscal Futures document in 2014, the Province has taken a number of tangible steps to address issues raised by local governments in that document. Most importantly, the Province has taken serious steps to support local government finances and modernize its infrastructure.

In 2014, the Province renewed the federal Gas Tax Agreement for a decade, delivering \$3.4 billion to B.C.'s local governments through to 2024.

The Province, in cooperation with the Federal Government, undertook a number of major capital programs for local governments, including: the New Building Canada Program, Community Culture and Recreation and the Small Communities Fund; CleanBC Communities Fund, the Rural and Northern Communities Program, the Environmental Quality Program; and the Clean Water & Wastewater Fund. These programs have helped address the issue of infrastructure deficits by modernizing local government infrastructure throughout the province.

The Province remains committed to continuing several core funding programs, including: Infrastructure Planning Grants, Small Community Grants, Regional District Basic Grants, and Traffic Fine Revenue Sharing.

The Province provides local governments with the broadest latitude to set taxes and fees to recover service costs and build necessary reserves. As of 2018, local governments in British Columbia had aggregate net financial assets totalling \$8 billion. Local governments also continue to have access to competitive financing through the Municipal Finance Authority of B.C.

The Ministry remains committed to dialogue and consultation with UBCM and would be pleased to dedicate ministry staff to assist with UBCM's upcoming work on Strong Fiscal Futures.

## **B22 Isolation Allowance**

Whereas it is challenging to attract and retain employees in isolated communities because of a lack of full services and the extra cost to obtain these services elsewhere;

And whereas the provincial and federal governments recognize this challenge by providing isolation allowance to their employees:

Therefore be it resolved that the provincial and federal governments provide a tax credit/deduction to all employees living in and around the same communities that those governments recognize with Isolation Allowance.

### **RESPONSE: Ministry of Finance**

Government recognizes the challenges that British Columbians living in remote areas of the province face.

Under the tax collection agreement with the Government of Canada, B.C. must adopt the federal definition of taxable income and this prevents the implementation of a tax deduction. Eligible individuals can deduct from their income a northern resident allowance for income tax purposes if they live in the northern and intermediate zones. They may also be able to deduct some of the cost of travel to or from their residence if the travel costs were provided by their employers and included in their income.

As well, travel costs for medical purposes may be claimed under the medical expense tax credit. There are also some income tax deductions available related to employment, including deductions for accommodation and travel.

## **B23 Revenue Sharing**

Whereas small, rural communities in British Columbia are surrounded by lands within Regional Districts governed by the Provincial Government that collect revenue from industry for resource extraction from the lands;

And whereas the communities adjoining these lands provide services including parks, recreation and roads for the companies and employees and gain no apportionment of the revenue collected for providing these services:

Therefore be it resolved that UBCM lobby the Province of British Columbia to consider revenue sharing of royalties and taxes with municipalities that provide services to those industries benefitting from the services of the adjoining municipalities.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The financial viability of local governments is of great importance to the Provincial Government, especially the viability of rural and remote communities. To achieve this, the Province provides local governments with broad revenue tools, including: property value tax, parcel tax, user-fees, Development Cost Charges, agreements, and others.

Additionally, through the pooled and Triple-A borrowing authority of the Municipal Finance Authority of British Columbia, even the smallest municipalities have access to inexpensive long-term borrowing. Local governments also have broad authority to accumulate surplus and statutory reserves for future expenses. As of 2018, local governments in British Columbia had aggregate net financial assets of \$8 billion.

Those assets are further complemented by provincial and federal grants for planning, services, and infrastructure. In particular, the Province provides over \$50 million annually to smaller local governments across B.C. through the Small Communities Grants. As well, a portion of the recent Investing in Canada Infrastructure Program specifically earmarked \$95 million to small, rural and remote communities through the Rural and Northern Communities Program. This program provides a different funding formal where small communities can receive up to 90% or 100% funding of eligible costs for an approved project.

The Province also continues to work with the Resource Benefits Alliance given the impact that major industrial development can have on the economic development in the region and support provincial policy programs which are designed to support the long-term viability of small, rural and remote local governments.

## **B24 Provincial Download**

Whereas Section 2 of the *Community Charter* states that the Provincial government must not assign responsibilities to municipalities unless there is provision for resources required to fulfill the responsibilities;

And whereas legislated changes have shifted responsibility for managing a wide range of complex issues, including but not limited to the significant impact of emergency response services onto local governments placing notable strain on local government resources:

Therefore be it resolved that UBCM lobby the provincial government to ensure that adequate resources and funding are provided to local governments to fulfill the responsibilities that have been assigned to local governments.

### **RESPONSE: Ministry of Municipal Affairs & Housing**

Government recognizes the principle in section 2 of the *Community Charter* that the province not assign responsibilities to local governments unless there is provision for resources to fulfil the new responsibilities. How that principle is applied will look different depending on the circumstances. Government is interested in supporting local governments in improving and maintaining responsiveness to citizens during emergencies.

The Ministry is advocating to the federal government that funding programs open to local governments consider emergency services infrastructure as eligible, including the Gas Tax Community Works Fund under the federal Gas Tax Agreement, which delivers to all local governments a direct annual allocation to support local priorities based on a per capita formula, and under tri-partite infrastructure funding programs, such as the Investing in Canada Infrastructure Program or future programs.

Government also recognizes the role local governments play in providing protective services such as policing and as such provides funding assistance to communities with populations greater than 5,000 through the Traffic Fine Revenue Sharing program; for communities less than 5,000 the Province provides an offset on the police tax.



## **B25 Elected Local Government Officials Participation in the Municipal Pension Plan**

Whereas elected local government officials contribute a significant service to the communities they represent through the time and effort invested during their tenure of office;

And whereas elected local government officials in other Canadian jurisdictions, including Quebec and Ontario, are considered eligible to participate in the municipal pension plans in place in these locations:

Therefore be it resolved that UBCM request the Ministry of Finance, and any other applicable bodies, to amend the Public Sector Pension Plans Act to permit the eligibility of Elected Local Government Officials to participate in the Municipal Pension Plan.

### **RESPONSE: Public Sector Employers' Council Secretariat, Ministry of Finance**

Government understands that elected local government officials play an important role in helping local communities grow, and some elected officials can serve for many years.

Pension income is important to many individuals as a stable source of retirement income. Before any changes are considered, Government must determine if there are any barriers, including legal barriers, to including local government officials in the Municipal Pension Plan.

Ministry of Finance staff have just begun to engage with stakeholders such as the BC Pension Corporation on what challenges there are before considering amendments to the *Public Sector Pension Plans Act*.

## **B26 Fire Department Capital Funding Program**

Whereas rural and municipal fire departments provide essential structural and wildfire mitigation services and are regularly called upon by the BC Wildfire Service to respond to wildfires in and around their response area;

And whereas the BC Wildfire Service relies on the support of rural and municipal fire departments to provide an effective wildfire response program, the Province of British Columbia benefits from having these additional resources available, and many communities struggle to pay for the infrastructure and equipment essential for the existence and operation of the fire department; yet the Province of British Columbia does not contribute towards this vital infrastructure and equipment;

Therefore be it resolved that the Province of British Columbia be requested to develop an efficient and effective program to provide capital funding for rural and municipal fire departments.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes and appreciates the challenges that small municipalities and rural communities within regional districts face in delivering fire and rescue services, especially beyond their established service areas and in assisting the BC Wildfire Service (BCWS).

Emergency Management BC, the Office of the Fire Commissioner (OFC) and BCWS continue to work collaboratively with the UBCM and the Fire Chiefs' Association of BC (FCABC) on a variety of funding initiatives that can assist fire departments that have less resources.

BCWS currently provides subsidized structural protection training courses for local authority fire departments, and is working with the OFC to develop a long-term plan for provision of this training.

The FCABC is currently helping to administer \$5 million in grant funding to assist local authority fire departments. This is being done in 2019 in two phases: Phase 1 will be provided to fire departments in communities that were affected by the wildfires in 2017. Phase 2 will see any remaining funds from this program made available to other departments across British Columbia.

On May 10, 2019 the Province provided \$5 million to the UBCM Community Emergency Preparedness Fund to develop a stream of funding for volunteer and composite fire departments to facilitate the delivery of firefighter training and to purchase new or replacement equipment. The CEPF closed to applications in November 2018; over 185 applications were made. These applications have been assessed and applicants will learn of their status in the coming weeks.

## **B27 Support for Fire Services**

Whereas the Office of the Fire Commissioner has, over the past three years, put more requirements in place for fire departments in British Columbia;

And whereas the cost and time commitment of these increased training, risk management, and records management requirements have negatively impacted volunteer and paid-on-call fire fighter recruitment and has resulted in increased local government taxation:

Therefore be it resolved that UBCM be directed to work with the Ministry of Public Safety and Solicitor General and the Office of the Fire Commissioner to explore provincial funding support to help fund staffing, compliance with standards, and capital costs of British Columbia fire departments.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes that many communities throughout British Columbia face funding challenges in delivering fire and rescue services.

In 2014, the Office of the Fire Commissioner (OFC) created the BC Fire Service Minimum Training Standards “Playbook” in an effort to enact achievable *minimum* training standards for structural firefighter competencies. This was a direct response to recommendations of the Fire Services Liaison Group report released in 2010. Training for “Exterior” level firefighting can be administered through a “Train-the-Trainer” model using “In-House” instructors and training personnel. These training materials are provided upon request to the OFC at no cost.

Prior to these new minimum standards, the training standards that were in place for over ten years were those of the National Fire Protection Association which were more costly and, in many cases, more difficult to achieve. In addition, it has always been statutory law to comply with WorkSafeBC Law and Regulations, which outlines the requirements for training relative to the requirements of the firefighter or supervisor’s role, and for the keeping of training records.

Emergency Management BC and the OFC continue to work collaboratively with UBCM, the Local Government Management Association, BC Wildfire Service (BCWS), and the Fire Chiefs’ Association of BC (FCABC) on a variety of funding and training initiatives that can assist fire departments and local authorities that have less resources.

BCWS currently provides subsidized structural protection training courses for local authority fire departments for an urban interface environment and is working closely with the OFC. The OFC is now providing wildland urban interface structural protection command - level training courses regionally throughout B.C., at no cost to attendees. This training started in October 2019 and will continue until late Spring 2020. Invitations are extended to all departments within each region, and seats are filled on a first come, first served basis. The OFC is also supporting an array of wildland interface fire training available to all departments through funding provided to the 2020 Penticton Wildfire Urban Interface Symposium.

The FCABC is currently helping to administer \$5 million in residual grant funding to assist local authority fire departments. This is being done in 2019 in two phases: Phase 1 will be provided to fire departments in communities that were affected by the wildfires in 2017. Phase 2 will see any remaining funds from this program made available to other departments across British Columbia.

On May 10, 2019 the Province provided \$5 million to the UBCM Community Emergency Preparedness Fund to develop a stream of funding for volunteer and composite fire departments to facilitate the

delivery of firefighter training and to purchase new or replacement equipment. The CEPF closed to applications in November 2018; over 185 applications were made. These applications have been assessed and applicants will learn of their status in the coming weeks.

## **B28 Rural Library Funding**

Whereas the allocation of provincial funding grants for regional and municipal libraries is based on a formula of half the converted value of land and improvements, and half the population of the service area;

And whereas in rural areas with low population and lower land values this formula results in insufficient funding and hardship to the residents who are more dependent on library services:

Therefore be it resolved that UBCM call upon the provincial government to implement a Rural Libraries Fund due to the current funding formula not working effectively for libraries in rural areas with a population of less than 5,000.

### **RESPONSE: Ministry of Education**

Public libraries are a vital part of communities across British Columbia. Government is committed to working with our library partners, local government and other stakeholders to ensure a stable and reliable public system that is future-focused.

We are currently reviewing our strategic priorities for public library services that work for everyone. Refreshing the strategic priorities will enable all libraries regardless of size or location to deliver the connected and digitally enhanced programs, services and information resources that British Columbians need now and in the future. Public library funding and distribution will be reviewed in this context.

## **B29 Restoring Sustainable Provincial Library Funding Levels**

Whereas libraries in British Columbia are largely financed by levies paid by local governments, and where Provincial library funding has remained virtually stagnant for the past 30 years:

And whereas libraries in British Columbia provide open and equal public access to vital resources, including the internet, public computers, digital library tools and in-person service from expert staff to provide opportunities for all British Columbians to access knowledge and information and increase literacy in our communities and present informative programmes: including First Nations programmes and material which advance public understanding and reconciliation:

Therefore be it resolved that UBCM strongly encourage the Government of British Columbia to give urgent attention to funding for BC public libraries by adding \$20 million to the BC Provincial Budget for 2020 for allocation to public libraries throughout BC;

And be it further resolved that the Province be requested to ensure that BC Libraries will henceforth receive Provincial Government financial support at a sustainable level in subsequent years following the 2020 Budget.

### **RESPONSE: Ministry of Education**

Public libraries are a vital part of communities across British Columbia. Government is committed to working with our library partners, local governments and other stakeholders to ensure a stable and reliable public system that is future-focused.

We are currently reviewing our strategic priorities for public library services that work for everyone. Refreshing the strategic priorities will enable all libraries regardless of size or location to deliver the connected and digitally enhanced programs, services and information resources that British Columbians need now and in the future. Public library funding and distribution will be reviewed in this context.

### **B30 Property Transfer Tax Redistribution for Affordable Housing**

Whereas affordable housing for low-income citizens is in critical need and is currently severely challenged by current supply conditions and lack of adequate funding;

And whereas the Province of British Columbia collects approximately \$2 billion annually through the Property Transfer Tax:

Therefore be it resolved the UBCM petition the Province of British Columbia to provide an annual redistribution of the Property Transfer Tax to local governments across the Province for the specific purpose of addressing affordable housing.

#### **RESPONSE: Ministry of Finance**

Government believes in a fair tax system – that is why we eliminated the MSP and we have the second lowest small business tax rate. Provincial tax revenues go into the consolidated revenue fund which is used to fund the programs and services British Columbians rely on, including education and health.

The Province is also investing \$7 billion over 10 years to build 114,000 affordable housing units as part of a 30-point housing plan. Tax collected through PTT and Speculation Vacancy Tax go to the Housing Priorities Initiatives Special Account which supports affordable housing projects throughout our province.

Government looks forward to working collaboratively to support the construction of new affordable housing, including those for families.

### **B31 Share of Liquor Tax for Policing**

Whereas the policing cost for the City of Courtenay is one of the most significant expenditures in the City's financial plan;

And whereas the availability of alcohol under the jurisdiction of the BC Liquor & Cannabis Regulation Branch can have significant implications on local policing costs:

Therefore be it resolved that the provincial government be requested to provide a portion of the British Columbia Liquor Tax to communities to be used towards policing costs.

#### **RESPONSE: Ministry of Finance**

Provincial tax revenue supports the programs and services British Columbians rely on every day, including health care, public safety and education. Budget 2019 included \$74 million, over three years, in new funding to improve mental health and addictions services in BC. That includes *A Pathway to Hope* that was launched June 2019. It is our 10-year vision for mental health and addictions care that gets people the services they need to tackle problems early on and support their well-being.



## **B32 Agricultural Support Services**

Whereas agricultural extension services support government and community priorities around food security, economic development, climate change adaptation and water management;

And whereas agricultural producers and stakeholders in each Regional District are subject to unique challenges and opportunities that are difficult to address in the long-term or in a consistent manner without predictable, non-project-based funding:

Therefore be it resolved that the Ministry of Agriculture provide funding to local governments through a stable, annual and accountable framework to establish strategic and long-term regional agricultural extension supports.

### **RESPONSE: Ministry of Agriculture**

The Ministry of Agriculture provides support to the agriculture sector through Grow BC, Feed BC, Buy BC, which is a three-pillared strategy to enable sustainable shared prosperity for a better B.C., by supporting B.C.'s agriculture, seafood and food processing sectors, encouraging consumption of B.C. products and building resiliency within the sector.

The Ministry has a variety of programs and services to support B.C.'s farming communities, industry groups and aspiring new farmers. These programs are designed to promote local food products, support innovation, build capacity of B.C.'s existing producers and processors, assist new entrants looking to farm in B.C. and support farmers to adapt to a changing climate.

Currently, the Ministry provides direct service delivery to primary and value-added producers through a network of front-line staff and technical staff support capable of facilitating contacts between producers, industry associations, local governments, First Nations and other stakeholders and communities of interests. These interests are served with a broad range of modern tools, information and resources but support needs are increasing given a changing environment, pressures on the urban/rural interface and technological change. Examples of key activities include:

- Regional Agrologists (15 Agrologists) who deliver strategic outreach activities, facilitate strong agricultural land-use planning, coordinate agricultural emergency response, and address current and emerging issues facing agriculture within a specific region, in collaboration with local governments, regional producer organizations and local producers;
- Industry Specialists (11 Specialists) who drive agricultural competitiveness by delivering industry extension programming, research, and coordination to key agricultural commodities province-wide, in collaboration with producers, processors, provincial-federal organizations and governments, and;
- AgriServiceBC, which provides a single point of contact for producers, processors and citizens to access Ministry information, programs and services.

### **B33 BC Hydro – Streetlight Inefficiency**

Whereas BC Hydro owns a significant percentage of streetlights in BC municipalities, especially in smaller communities, and many of these streetlights still use inefficient incandescent technology despite demonstrated energy and cost savings of 50-70 per cent with conversion to LED technology;

And whereas local governments are responsible for paying for the ongoing operating cost of BC Hydro-owned street lighting using property tax revenue:

Therefore be it resolved that UBCM urge the provincial government to require BC Hydro to expeditiously replace all streetlights within BC municipalities with LED technology, or provide municipalities with the financial resources necessary to continue paying for the operation of its inefficient streetlights.

#### **RESPONSE: Ministry of Energy, Mines and Petroleum Resources**

BC Hydro owns and maintains approximately 95,000 of about 350,000 streetlights across BC.

BC Hydro is working on an LED streetlight deployment plan, and is planning to seek approval from their Board of Directors for the program in February 2020. In the summer of 2019, BC Hydro started a process for selecting a supplier for LED streetlights and photocells, as well as for the required field installation services. BC Hydro anticipates starting to install LED streetlights in summer of 2020, with the conversion taking place over the following two to three years.

The details of new street lighting rates will not be known until BC Hydro completes its procurement process and confirms the final LED streetlight costs to be included in an application to the BC Utilities Commission (BCUC). The final LED streetlight rates will require BCUC approval. BC Hydro will be finalizing its approach to the BCUC in the spring 2020.

A deployment schedule will be developed in collaboration with the installation vendors. BC Hydro will provide a high-level schedule online and will contact and coordinate with customers months in advance of the work beginning in their communities.

### **B34 Short-term Rentals Assessment Classification**

Whereas a dwelling unit that is used as a commercial enterprise for short-term rentals and does not serve as the primary residence for the owner, a manager or other person;

And whereas tourist overnight accommodation uses such as motels, hotels, and resorts are classed and taxed as businesses:

Therefore be it resolved that a dwelling unit, typically a detached dwelling, offered and used as a whole for short-term rentals be assigned the appropriate tax class and be redefined as “Class 6: Business and Other”;

And be it further resolved that where the property is offered, be it only seasonally, as a whole (rather than as a Bed & Breakfast with a permanent resident) this be in respect of the property as a whole rather than be limited to a portion or a split assessment between Class 1 and 6.

#### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Province has taken steps to ensure owners and operators of STRs are paying their fair share of sales taxes by negotiating a deal with Airbnb in February 2018.

The tax impact of split classification would be tempered by the application of the *Tourist Accommodation (Assessment Relief) Act* (up to 50 percent exemption for Class 6 portion).

Some other jurisdictions (American cities) are taxing some STRs at a commercial rate. Ministry staff are monitoring this trend. Local governments can regulate STRs through zoning requirements, bylaws, permitting (e.g., requiring business licences) and inspection.

The Province and UBCM have established a working group on STRs and look forward to engaging with UBCM about how best to address concerns regarding the impacts of STRs on local governments across B.C. Including, examining the impact of STRs have on affordable rental housing.

### **B36 Legislation of Old Growth Management Area**

Whereas the Timber Supply Areas within the province of British Columbia includes both consumptive watersheds and Old Growth Management Areas designated for the purpose of enabling and securing ecological resilience to withstand the long-term effects of forest degradation;

And whereas these critical landscape elements are not protected under legislation and these watersheds are experiencing effects detrimental to slope stability, water quality and quantity which ultimately leads to forest decline and increased risk of wildfire, landslides, loss of water supply, and other effects that local governments must respond to and mitigate without having any concurrent decision-making authority over; and these areas are being traded for other areas within a tenure that do not have equivalent ecological value thereby accelerating the decline in forest resilience and ecological integrity:

Therefore be it resolved that Ministry of Forest Land Natural Resource Operations implement regulations to protect Old Growth Management Areas by removing the option to trade these areas within a tenure;

And be it further resolved that watersheds that are essential to land base resiliency be entrenched in legislation that requires local government consultation, consideration of community safety and water supply before resource extraction is permitted.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

##### *Old Growth Management:*

In B.C., old growth management is a critical stewardship value for our government to manage and protect forests including the old growth. We are fortunate to still have trees that have been standing in place for hundreds of years, some for more than a thousand. Old growth forests are protected from logging in parks, protected areas and old growth management areas like the Great Bear Rainforest which covers 6.4 million hectares, an area twice the size of Belgium, and fully protects 1.8 million hectares from resource development.

A recent review of old growth management practices in the Kootenays in conjunction with updated biogeoclimatic zones (BEC), LIDAR and inventory data identified opportunities for improved management of these OGMA's. This work has resulted in increased oversight and rigor in our Forest Stewardship Plans (FSPs) for old growth management and has constrained the ability for relocation of these OGMA's by industry. The region has hired a dedicated specialist who is leading a team to evaluate and refine the location of old growth management area in the Kootenays.

Government announced the protection of 54 of some of the province's largest trees – each surrounded by groves to act as a buffer zones as the first step in a new approach to old-growth management.

Starting fall 2019, an independent, two-person panel (Garry Merkel and Al Gorley) will engage with First Nations, industry, environmental organizations, stakeholders, experts and local governments on old growth management. The Old Growth Strategic Review panel will report back to Government in spring 2020 with recommendations that are expected to inform a new old growth management plan for British Columbia. We encourage local governments to participate in the Old Growth Strategic Review.

##### *Consumptive Watersheds*

Access to clean water for citizens of B.C. is important to Government and current legislation recognizes the value of consumptive watersheds to these users. The *Forest and Range Protection Act* (FRPA) requires extra protection measures that must be carried out by licensees when proposing harvesting in consumptive watersheds.

License holders engage qualified professionals to conduct hydrologic assessments of the watersheds to ensure the cumulative hydrological effects of their activities do not adversely impact the water quality or quantity.

When a licensee is proposing to harvest in a consumptive watershed, they are generally obligated by their FSP commitments to refer their plans to the water users. Licensees are expected to consider the input from water users when developing their plans and to address their concerns as much as possible.

Government is confident that further revisions being introduced to FRPA will further enhance public involvement and trust in our future forest management practices.

### **B37 Forestry Development Plan Referral Best Practices**

Whereas local governments have actively advocated for a larger role in the review of forest management plans in the province and are now increasingly being asked to provide input into the forest management plans proposed by the forest industry and BC Timber Sales, but without a clearly defined mandate, framework, or best practices within which to consider such plans;

And whereas the authority for managing and regulating the Province's forest resources rests with the Ministry of Forests, Lands, Natural Resources Operations and Rural Development;

Therefore be it resolved that UBCM urge the Province of BC, through the Ministry of Forests, Lands, Natural Resources Operations and Rural Development to work with local governments and the forest industry to develop guidance documents intended to better define the role of local government in the review process and best practices for forest management plan referrals from the forest industry and Provincial agencies.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government is working on changes to *the Forest and Range Practices Act* (FRPA) to:

- Engage with communities during the planning processes;
- Clarify government's objectives for forest and range resources;
- Hold industries more accountable for achieving desired outcomes; and,
- Collaborate with Indigenous communities early in the planning process.

Initial improvements to the Act were passed May 2019 in, "*The Forest and Range Practices Amendment Act, 2019*", or Bill 21. These changes are intended to:

- Create more frequent and reliable opportunities for public review and comment on land use operational plans such as forest stewardship plans and woodlot licence plans;
- Improve information sharing in forest planning by requiring forest licencees to share and solicit public review and comment on proposed cutblocks and roads;
- Strengthen the Government's ability to manage forest and range activities, for example, by creating enforceable regulations for protecting visual quality, avoiding the spread of invasive plants and maintaining natural barriers to cattle movement;
- Enhance the management and conservation stewardship of resource values, particularly at-risk ecological (plant) communities; and,
- Improve and streamline range use planning.

## **B38 Private Unmanaged Forest Land**

Whereas the BC Government enacted the Private Land Forest Practices Regulation to set out forest management requirements for "identified lands";

And whereas not all private forest land owners subscribe to the Managed Private Forest Land Program and as a result are able to engage in large scale timber harvesting without regulation to the detriment of adjacent land owners, communities and the natural environment:

Therefore be it resolved that UBCM request the Ministry of Forests, Lands, Natural Resource Operations enact legislation requiring private forest land owners to enroll in the Managed Private Forest Land Program prior to issuing a timber mark to private forest land owners;

And be it further resolved that the Ministry of Municipal Affairs and Housing strengthen Development Permit Area legislation to allow Regional Districts the ability, similar to municipalities, to enact tree cutting bylaws to mitigate the impact of private land large scale timber harvesting on fish habitat, public safety and local government infrastructure.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations, and Rural Development**

All private landowners, regardless of property class, are subject to the *Water Sustainability Act*, *Drinking Water Protection Act*, *Environmental Management Act*, *Wildlife Act*, *Wildfire Act*, *Assessment Act*, *Heritage Conservation Act*, and federal acts such as the *Fisheries Act*, *Migratory Birds Convention Act* and *Species at Risk Act*.

However, in exchange for their commitment to long-term, sustainable management practices and agreeing to be regulated for additional public environmental values, including soil conservation, critical wildlife habitat, fish habitat, drinking water quality and reforestation, property owners that commit to the voluntary Private Managed Forest Land program receive assessed values for land that are generally lower than residential, which can result in lower property taxes. They are exempt from local government bylaws and permits that would directly or indirectly restrict a forest management activity. That said, local governments have the power to adopt bylaws that place restrictions on forest management activities on private unmanaged land within regional or municipal boundaries, including aligning their bylaws with requirements equivalent to Crown forest land regulations.

Public feedback from a review of the private managed forest land program is currently being analyzed and a summary report of the review will be ready in spring 2020. Early analysis has indicated that growing enrolment in the private managed forest land program and improving incentives to help retain landowners in the program are areas to be addressed.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Under the *Local Government Act* (LGA), local governments have the power to adopt bylaws that place restrictions on forest management activities on private unmanaged land within regional boundaries, including aligning their bylaws with requirements equivalent to Crown forest land regulations. Regional districts can use development permit powers and tree cutting permits to limit the cutting of trees related to environmental protection and hazard protection issues.

Municipalities have the same LGA development permit powers, but under the *Community Charter*, they have broader powers to regulate, prohibit and impose additional requirements related to trees. For

example, some municipal tree protection bylaws require protection, removal, replanting and replacement of trees.

The consideration of expanding regional districts powers to regulate tree cutting in rural areas designated for urban expansion, should be balanced with support for working forests on private and Crown land.

The Ministry recognizes that regional districts can face unique challenges that may require customized solutions. Given the complexity of the issue and that the issue of tree protection is of particular interest to some regional districts, the Ministry will continue to monitor issues as they arise.



### **B39 Southern Mountain Caribou**

Whereas the population of the Southern Mountain Caribou herds in British Columbia has been declining;

And whereas the provincial and federal governments are reviewing whether the Southern Mountain Caribou should be protected by the Species at Risk Act;

And whereas application of the Act will directly affect both the recreational pursuits of local residents as well as the regional tourism and natural resource sectors;

And whereas municipal and regional district governments have not been given the opportunity to participate in public consultation discussions to date about the Southern Mountain Caribou and the potential implications of the application of the Species at Risk Act despite the significant impacts on local recreation, tourism, and resource sectors:

Therefore be it resolved that UBCM advocate for the participation of municipal and regional district governments that are likely to be affected and that the provincial and federal governments begin a process of public consultation in regards to the potential application of the Species at Risk Act pertaining to the Southern Mountain Caribou and Boreal Caribou.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Through the Provincial Caribou Recovery Program, the Government of B.C. has committed \$47 million over 5 years to support the recovery of this iconic species.

The Caribou Recovery Program is committed to ensuring that Indigenous Nations, local governments, stakeholders and the natural resource sector are able to participate in the planning and implementation of caribou recovery measures.

In March 2019, the Province began public engagement on the draft southern mountain caribou bilateral conservation agreement with Canada (section 11 agreement), as well as the draft partnership agreement between the Province, Canada, West Moberly First Nations and Saulneau First Nations for the conservation of the central group of the southern mountain caribou (partnership agreement).

On Nov. 29, 2019 the BC government hosted the Leaders Table meeting in Vancouver which included representatives from local government, the Peace River Regional District and industry. The goals of that meeting were to:

- Provide an inclusive and respectful forum where caribou-related issues can be discussed, constructive feedback is welcomed, and additional information can be gathered to help formulate positive solutions.
- Develop stronger working relationships between all participants to help maintain an open and mutually beneficial dialogue, and to foster a comprehensive exchange of ideas and information in future.

Participants discussed how best to move forward to implement the draft Partnership Agreement between the B.C. government, the federal government, West Moberly First Nations and Saulneau First Nations.

After the first Leaders' Table met in Fall 2019, we established several working groups to ensure local governments, First Nations, industry and other stakeholders are fully heard and involved in the work of caribou recovery.

- Snowmobile Advisory Committee will include local snowmobile clubs and local government and will work to ensure that any snowmobile management plans for the South Peace Region are informed with local input.
- The Caribou Recovery Related Land Use Objective Stakeholder Committee will include industry and local governments and will ensure local governments, industry and stakeholders are fully involved in the process of developing Caribou Recovery Related Land Use Objectives.
- The Socio-Economic Committee will include industry and local government and will review the work done by Big River Analytics and provide recommendations to BC and Canada on further analysis that is needed to understand the impacts of the Partnership Agreement and plan mitigation strategies.

B.C. is committed to engaging with communities through these working groups to address the concerns that have been raised to support the successful implementation of the Partnership Agreement.

## **B40 Professional Reliance**

Whereas the provincial government is undertaking a review of BC's natural resource sector professional reliance model to be complete by Spring 2018;

And whereas the use of professional reliance within BC's resource sector is a long-standing practice;

And whereas over the past decade the use of professional reliance has increased in response to government's regulatory reform initiatives;

And whereas since 2013 the Environmental Appeal Board, Forest Practices Board, Office of the Auditor General and Office of the Ombudsperson have highlighted the need for adequate oversight of qualified professionals in providing independent, objective advice to government regulators;

And whereas there is increasing public concern related to specific instances of decision-making based on professional reliance:

Therefore be it resolved that the Government of British Columbia ensure that government oversight of professional associations and professional associations that oversee qualified professionals employ best practices to protect the public interest in the management of public land by the natural resource sector.

### **RESPONSE: Ministry of Attorney General**

The Government of British Columbia is addressing this concern of local governments regarding professional reliance and welcomes their support in the continued development of improvements to professional governance. The *Professional Governance Act* (PGA), which received Royal Assent on November 27, 2018, provides a consistent governance framework for self-regulating professions that incorporates best practices of professional governance.

The Office of the Superintendent of Professional Governance (OSPG) was established on June 1, 2019 as a centre of expertise for professional governance matters which has authority to carry out various functions as required or authorized by the PGA. The Superintendent is the head of the OSPG and is responsible for oversight of systemic or general matters relating to professional governance and acting to protect the public interest.

The PGA initially includes five professional regulators who oversee agrologists, applied biologists, applied science technologists and technicians, engineers and geoscientists, and forest professionals. Under the PGA, the Superintendent has the authority to consider designating other professional regulators and may also recommend whether to amalgamate existing regulatory bodies.

The PGA is being implemented in stages. The first stage was completed in June 2019 with the establishment of the OSPG. Over the next year, the OSPG will focus on regulation development and engagement to further enact provisions in the PGA, enable full functionality of the OSPG, and transition the professional regulators to be fully established as regulatory bodies under the PGA.

## **B41 Brownfield Remediation**

Whereas the cost to remediate brownfields is quite onerous often costing more than the value of the property resulting in private property owners choosing to leave brownfields vacant/dormant to avoid these costs, leaving brownfields and contaminated sites a detriment to development and aesthetics in many communities;

And whereas the Provincial and Federal Governments have not provided the funds or the means to local governments to remediate brownfields:

Therefore be it resolved that UBCM lobby the province to allow local governments to create a municipal taxation structure for brownfields that would allow local governments to increase taxation value on brownfields over time up to the equivalent value of the property in a remediated state to encourage property owners to make efforts to remediate;

And be it further resolved that the local governments be required to create a remediation reserve fund from the additional taxes collected for the purposes of remediation of brownfields whether publicly or privately owned.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The issue of contaminated sites/brownfields is a province-wide concern, for both rural and urban communities, and one that the Province takes seriously.

The cost of remediation for these properties is often prohibitive and can even exceed the market value of the property. As a result, increasing the rate of taxation and/or creating a new property class for these properties may have unintended consequences and challenges from the outset such that the property could remain unprofitable and unused which likely is not the outcome communities are needing. As such, both the Ministry of Municipal Affairs and Housing and the Ministry of Finance believe a separate property class for brownfield sites may not be the best solution.

B.C. Assessment is required to assess properties at their market value. Valuing contaminated sites at their market value takes into account the current state of the property, as well as the remediation required to achieve the intended use of the site and the time frame for any redevelopment. The assessed value must reflect the likely cost of remediation and the time frame required for that remediation, as the market will take those factors into consideration in determining market value.

Ministry staff will continue to consider this issue and work with UBCM staff on options including those from an environmental/climate lens.

## **B42 Comprehensive Provincial Single-Use Item Reduction Strategy**

Whereas the British Columbia extended producer responsibility program for packaging and printed paper currently provides recycling collection for single-use items generated by the residential sector, but does not yet focus on reduction or reuse, or cover single-use items that are compostable or disposed of at businesses or in the public realm;

And whereas inter-municipal differences in policy for reduction of single-use items make it challenging for businesses to comply with multiple regulations, and the business community has expressed a strong desire for harmonization and consistent regulation for single-use items on the broadest possible scale:

Therefore be it resolved that the Provincial Government adopt a provincial single-use item reduction strategy for single-use items that emphasizes reduction and reuse, covers single-use items generated by all sectors and made of all material types, and would include but not necessarily be limited to plastic and paper shopping bags, disposable drink cups, take-out containers, straws and utensils, but would exclude all single-use items needed for medical use or accessibility needs.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province of British Columbia is encouraged by the level of engagement and action being taken by local governments with respect to single-use items and plastic waste. The Province also recognizes that there are actions being taken by local governments that could be supported by a responsive provincial approach for both single-use items and waste management generally.

Recognizing the need for a new approach to plastics and single-use items, the CleanBC Plastics Action Plan and engagement was launched by the Province on July 25th, 2019. Through the consultation paper, the Ministry sought feedback on developing new policy options and actions in four connected areas to reduce plastic pollution and use less plastic overall. This included information on the use of bans, levies or fees for single use packaging and expanding producer responsibility for packaging-like products and single-use items.

The consultation closed on September 30th, 2019 and the Ministry is currently reviewing feedback collected during the engagement period and will publish a “What We Heard” report to inform the appropriate policy or regulatory responses.

Any work to explore new regulation would be accompanied by further consultation in advance of any regulatory changes.

### **B43 Subsidized Recycling Options for Small Municipalities**

Whereas few recycling opportunities are available in remote and smaller municipalities due to poor economies of scale for populations under 5,000, greater distances to recycling facilities and cost prohibitive infrastructure investment, resulting in inequities for recycling opportunities in different regions of the Province;

And whereas recycling organizations continue to lack the viability to offer Extended Producer Responsibility Programs for remote and smaller municipalities:

Therefore be it resolved that UBCM lobby the provincial government to ensure the intent of the Recycling Regulation is met and that Extended Producer Responsibility programs deliver service to communities regardless of the size and location of each municipality in the Province of BC.

#### **RESPONSE: Ministry of Environment and Climate Change Strategy**

Recycling programs are operated by extended producer responsibility (EPR) organizations on behalf of their member businesses (producers), that are obligated under the Recycling Regulation. The producers are responsible for collecting and recycling the products they supply to the B.C. market and the associated costs. This is the preferred approach to funding of local recycling programs; an industry funded model rather than government funded.

B.C. has 22 EPR programs in place today covering a wide range of products, including residential packaging. The Ministry of Environment and Climate Change Strategy is researching and consulting on product gaps and additional products that may be suitable for coverage under EPR, e.g. additional plastics, packaging from the Institutional, Commercial and Industrial (ICI) sector, etc.

The Ministry is responsible for approving program plans and performance measures such as ensuring that adequate service levels are being provided and producers are paying the costs involved. This approach provides a strong financial incentive for producers to limit the amount of products or packaging supplied to the B.C. market.

In recent years, many EPR programs have been undergoing renewal. As plans are renewed, the Ministry is requiring programs to demonstrate continuous improvement, including expanding services to more communities and better demonstrating how producers are paying the costs. Many EPR programs conducted independent cost studies and consultations in the fall of 2019 that were recently submitted to the Ministry for review and approval.

In small, rural and remote communities EPR programs typically provide services through recycling depots or one-day “collection events”. Local governments can contact either individual EPR programs as needed, or Stewardship Agencies of BC (SABC), which is an association made up of B.C.’s recycling programs (info@bcstewards.com), to request support for collection services/events in their community. This is a fairly recent initiative and involves the BC Product Stewardship Council (BCPSC), made up of representatives from local government. The BCPSC is engaged with SABC on exploring local solutions to improving and expanding access to recycling services on a region-by-region basis.

Recycle BC’s renewed plan was recently approved, and as part of its continuous improvement measures, Recycle BC is conducting a depot accessibility study as well as a cost study. These will result in proposed revisions being submitted to the Ministry for approval in 2020. The plan provides greater flexibility in how services can be provided to smaller, rural and remote communities, such as options for satellite depots e.g. smaller depots that can deposit collected materials at an authorized Recycle BC depot at no

charge. Local governments should work with Recycle BC to discuss options for managing residential packaging.

#### **B44 Tax Exemption for Electric Bicycles**

Whereas the sale of bicycles and tricycles, parts for bicycles and tricycles, bicycle and tricycle attachments and bicycle and tricycle accessories are Provincial Sales Tax exempt due to the health and environmental benefits provided by the use of bicycles and tricycles;

And whereas the Province of British Columbia through its recent Clean BC plan and 2019 budget has incentivized the transition to electric vehicles through financial incentives:

Therefore be it resolved that the Province of British Columbia be urged to exempt electric bicycles (pedal assist) from Provincial Sales Tax charges.

#### **RESPONSE: Ministry of Finance**

Government regularly reviews provincial taxes and considers changes in preparation of the annual provincial budget. At this time, B.C.'s tax approach to electric assisted bicycles is consistent with the rest of Canada.



## **B45 Funding for BC Parks Management**

Whereas the negative impacts to lower mainland Provincial parks and Crown Land recreation areas continue to occur due to increasing tourism and limited funding;

Therefore be it resolved that the Province be requested to allocate additional funding to managing BC Parks, specifically Joffre Lakes Provincial Park, and Crown Land recreation areas in the Sea to Sky Corridor and Lower Mainland.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

Addressing the visitor use at Joffre Lakes Park is a complex situation, involving multiple land managers. Therefore, BC Parks has developed an integrated, multi-agency approach using the Visitor Use Management Framework model developed in the United States.

In collaboration with the Lil'wat Nation and N'Quat'qua, Ministry of Transportation, and the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, BC Parks has developed an Action Plan for Joffre Lakes Park, which contains management strategies for the 2019 season. We are working on developing a long term management strategy which will guide management decisions for the coming years.

The key strategies in the Action Plan implemented in 2019 include: parking lot expansion, implementation of a shuttle bus service, emergency phone service installation, introduction of a First Nations Park Stewards pilot project with the First Nations, inclusion of the backcountry campground on the reservation system, park facility maintenance increases, and delivery of compliance and enforcement strategies through a Compliance Action Plan.

In 2019, BC Parks invested over \$242,000 in additional support to Joffre Lakes Park, in addition to the pre-existing yearly budget. This investment was dispersed to the following priorities: \$100,000 to expand the parking lot, \$25,000 on an emergency phone system, \$33,900 to support the First Nations Park Stewards project, \$10,270 for increased facility cleaning, \$27,000 on traffic management, and \$15,000 for installation of a heli-pad to support Search and Rescue response. We have also funded a 7-month Senior Ranger position within the park for an investment of \$30,800.

BC Parks is actively working on a long term strategy for Joffre Lakes Park and is also a member of the Sea to Sky Visitor Use Management Project by the Ministry of Forests, Lands, Natural Resource Operations and Rural Development, to address increasing recreation pressures in the overall corridor. BC Parks will continue to engage with the public, stakeholders, and the local First Nations on strategies that will help us achieve our desired condition for the park and ensure our environmental and cultural values are protected, and the park is safe for visitors to recreate in.

#### **B46 Private Commercial Forest Land Consultation with Local Government**

Whereas many local governments in rural BC are surrounded by significant amounts of forested private land;

And whereas local governments are expected to manage the assets that support the value of their communities, which include sight line, municipal infrastructure, slope stability of land, and watersheds:

Therefore be it resolved that local governments be granted the authority to require private land owners to undertake annual consultations with local governments to provide information regarding long term disposition or development intentions for land adjacent to local government boundaries if intended for commercial purposes.

#### **RESPONSE: Forests, Lands, Natural Resource Operations and Rural Development**

The *Private Managed Forest Land Act* and regulations are intended to encourage the management of private lands as forests and balances the property rights of private land holders with obligations for environmental protection. The Act and regulations ensure consistency in how private managed forest lands are governed, regardless of where in the province they are located.

Public feedback from a review of the private managed forest land program is currently being analysed and a summary report of the review will be ready in Spring 2020. Early analysis has indicated a desire for formalized information sharing by private managed forest landowners with local communities and options will be considered.

Currently, opportunities are available for direct communication between concerned local governments, individual landowners, Private Managed Land Association, and the regulator of the *Private Managed Forest Land Act* the Managed Forest Council.

## **B47 Logging in the Urban Interface**

Whereas urban-rural fringe areas are transition zones where industrial land uses such as logging or other resource extraction, may conflict with local values or impact private water sources or contribute to property damage related to storm water management and erosion;

And whereas local government and private property owners have limited ability to influence resource extraction decisions:

Therefore be it resolved that the provincial government establish buffer zones adjacent to residential properties that reduce conflict and ensure that property owners are protected from the adverse effects of resource extraction.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

#### *Logging Crown land in the urban interface:*

The Province is making changes to how things are done in the woods and on the range to strengthen oversight of the forest sector and to restore trust in how forests and range lands are managed.

Licensees logging Crown land in the urban interface are subject to the *Forest Act*, the *Forest and Range Practices Act*, the Forest Planning and Practices Regulation, as well as other applicable legislation, forest stewardship plans and higher-level plan orders for the Crown land in their tenures to ensure their operations align with government objectives.

In 2019, legislative amendments were made to create more frequent and reliable opportunities for public input, strengthen government's oversight of the forest sector and to improve information-sharing in forest planning, and public engagement took place on possible future legislative changes, including improving public trust and reconciliation with Indigenous communities.

Additionally, the *Forest and Range Practices Act* requires public review and comment on forest stewardship plans prior to being approved by delegated decision-makers, and, as part of being good neighbours, we encourage forest licensees to share site plans with stakeholders and local residents who may be impacted by logging operations.

Forest harvesting activities in the interface can be effective to reduce the risk of wildfire.

#### *Logging private land in the urban interface:*

All private landowners, regardless of property class are subject to the *Water Sustainability Act*, *Drinking Water Protection Act*, *Environmental Management Act*, *Wildlife Act*, *Wildfire Act*, *Assessment Act*, *Heritage Conservation Act*, and federal acts such as the *Fisheries Act*, *Migratory Birds Convention Act* and *Species at Risk Act*.

However, in exchange for their commitment to long-term, sustainable management practices and agreeing to be regulated for additional public environmental values, including soil conservation, critical wildlife habitat, fish habitat, drinking water quality and reforestation, property owners that commit to the voluntary Private Managed Forest Land program receive assessed values for land that are generally lower than residential, which can result in lower property taxes.

They are exempt from local government bylaws and permits that would directly or indirectly restrict a

forest management activity. That said, local governments have the power to adopt bylaws that place restrictions on forest management activities on private unmanaged land within regional or municipal boundaries, including aligning their bylaws with requirements equivalent to Crown forest land regulations.

Public feedback from a review of the private managed forest land program is currently being analysed and a summary report of the review will be ready in spring 2020. Early analysis has indicated that the regulatory framework for the program could be strengthened to better reflect community values, including eligibility into the private managed forest land program, and consideration to interface areas between private managed forest land and private unmanaged land.

## **B48 Private Commercial Forest Land Regulations and Standards**

Whereas many local governments in rural BC are surrounded by significant amounts of forested private land;

And whereas local governments are expected to manage the assets that support the value of their communities which include sight line, municipal infrastructure, slope stability of land, and watersheds:

Therefore be it resolved that UBCM call upon the Province to implement regulations and standards that are equivalent to Crown forest land regulations and standards that address forest harvesting for commercial purposes on private lands.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

All private landowners, regardless of property class are subject to the *Water Sustainability Act*, *Drinking Water Protection Act*, *Environmental Management Act*, *Wildlife Act*, *Wildfire Act*, *Assessment Act*, *Heritage Conservation Act*, and federal acts such as the *Fisheries Act*, *Migratory Birds Convention Act* and *Species at Risk Act*.

However, in exchange for their commitment to long-term, sustainable management practices and agreeing to be regulated for additional public environmental values, including soil conservation, critical wildlife habitat, fish habitat, drinking water quality and reforestation, property owners that commit to the voluntary Private Managed Forest Land program receive assessed values for land that are generally lower than residential, which can result in lower property taxes.

They are exempt from local government bylaws and permits that would directly or indirectly restrict a forest management activity. That said, local governments have the power to adopt bylaws that place restrictions on forest management activities on private unmanaged land within regional or municipal boundaries, including aligning their bylaws with requirements equivalent to Crown forest land regulations.

Public feedback from a review of the private managed forest land program is currently being analysed and a summary report of the review will be ready in spring 2020.

## **B49 Regulation of Privately Managed Forest Lands**

Whereas forest management practices on privately managed forest lands are primarily governed by the Private Managed Forests Lands Council with an objective to encourage forest management practices on private managed forest lands, only taking into account the social, environmental and economic benefits of those practices;

And whereas forest management practices on privately managed forest lands can negatively impact the quality and quantity of water and effect ecosystem resilience to the impacts of climate change:

Therefore be it resolved that the Province be requested to undertake a comprehensive review of, and amendments to, the Private Managed Forest Act and all relevant legislation to strengthen requirements of private managed forest land owners to prevent negative impacts to the quality, quantity and distribution of water in our watersheds.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

All private landowners, regardless of property class are subject to the *Water Sustainability Act*, *Drinking Water Protection Act*, *Environmental Management Act*, *Wildlife Act*, *Wildfire Act*, *Assessment Act*, *Heritage Conservation Act*, and federal acts such as the *Fisheries Act*, *Migratory Birds Convention Act* and *Species at Risk Act*.

In exchange for their commitment to long-term, sustainable management practices and agreeing to be regulated for additional public environmental values, including soil conservation, critical wildlife habitat, fish habitat, drinking water quality and reforestation, property owners that commit to the voluntary Private Managed Forest Land program receive assessed values for land that are generally lower than residential, which can result in lower property taxes. They are exempt from local government bylaws and permits that would directly or indirectly restrict a forest management activity.

The B.C. government announced a review of the private managed forest land in January 2019 as part of the Coast Forest Sector Revitalization Initiative. Feedback from the program review is currently being analysed and a summary report of the review will be ready in spring 2020.

## **B50 Recreation Sites and Trails**

Whereas provincial recreation sites and trails are highly valued community assets which are important to the provincial tourism economy and require dedicated, coordinated and ongoing management;

And whereas provincial funding provided through recreation sites and trails agreements has been significantly decreasing over the years, while local governments and non-profit community partners are becoming increasingly challenged to adequately manage the ongoing maintenance, operation and service demands required due to a lack of resources:

Therefore be it resolved that the provincial government be urged to increase funding provided through recreation sites and trails partnership agreements to ensure local governments and community partners are properly resourced and have the necessary support required to be effective in their role as managers, caretakers and stewards of BC's provincial recreation assets.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The Recreation Sites and Trails BC branch (RSTBC) has over 400 volunteer partnership agreements for maintenance of recreation facilities in the province. Volunteer partnership agreement holders are provided authorization for basic site and trail maintenance activities, 3rd party liability and accidental death and dismemberment insurance and in some cases may qualify for some reimbursement of incidental expenses.

Where costs of operating sites or trails exceed the maintenance budgets of RSTBC and the volunteers, user-pay, cost-recovery fee systems are instituted. Fees are currently in place for approximately 140 partnership agreements across the province, however not all sites and trails are suited for the successful implementation of a fee system.

Where funds are required for the maintenance of sites, partners are encouraged to consider applications to seek outside funding and community volunteer support.

The total budget and staff resources of RSTBC have increased over the previous 5 years, however the significant increase in partnership agreements over the previous 5 years has resulted in less available support (both staff and resources) per agreement.

The continued increase in the use of sites and trails (over 10% per year) creates additional maintenance requirements for both the partners and RSTBC.

## **B51 Backcountry Closures**

Whereas many local governments and communities rely on backcountry industries (e.g. forestry, tourism) for economic stability and development, and at the same time, those local governments and communities care about sustaining and protecting the environment;

And whereas some communities find their backcountry areas closed to all users, based on reports and recommendations of higher levels of government, without notice to communities, first nations, regional & local governments as well as industry;

Therefore be it resolved that UBCM work with the provincial and federal governments to ensure that there are no further closures of backcountry areas in BC, until and unless the local governments, stakeholders and communities are consulted on social and economic impact, and a sustainable solution for both be considered.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Backcountry restrictions are prepared and implemented by the Province with the participation and engagement of local governments, First Nations, and stakeholders. Provincial and local governments resolve land management issues such as potential public access restrictions to provincial public land (Crown land) through ongoing intergovernmental cooperation and consultation.

Backcountry restrictions are put in place typically for public safety or environmental protection. For public safety the restrictions may be brought in quickly with little prior consultation. However, for environmental protection to restrict hunting or protect habitat the consultation with local governments, stakeholders and communities will be broad and lengthy.

Local seasonal tourism and businesses rely on access to the backcountry, and risks to the public are constantly being evaluated relative to economic risks and stakeholder concerns when determining acceptable levels of access to the backcountry.

With respect to backcountry closures due to wildfire activity, risks are evaluated daily by the BC Wildfire Service's fire management experts, using a combination of: weather forecasts; fire danger ratings; fuel moisture conditions; fire growth modelling; observed and forecast fire behaviour on local fires; and the regional and provincial fire loads. If conditions reach an unacceptable level, a backcountry restriction will be considered as required, as public safety is the BC Wildfire Service's top priority.



## **B52 Preservation of Archaeological Artifacts**

Whereas local governments routinely undertake excavation works for road, sewer and water services for their communities;

And whereas excavations, particularly in coastal areas, may uncover archaeological sites which are protected under the provincial Heritage Conservation Act;

And whereas the costs incurred by local government are often impossible to predict and may significantly impact the final costs of the project:

Therefore be it resolved that the BC Government be requested to fund additional expenditures borne by local governments to record and document archaeological findings in accordance with the provincial Heritage Conservation Act.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Protection of B.C.'s cultural heritage, as a reflection of the intent behind the United Nations Declaration on the Rights of Indigenous Peoples and the Truth and Reconciliation Commission of Canada Calls to Action, is a priority of this government and the artefacts being recovered from the Delta Storm Sewer project are particularly significant finds, and subject to specialized conservation.

The Ministry does not have any funding available to support proponents, including local governments, with the costs of archaeological work.

The Royal BC Museum does not have the facilities or capacity to take on any of the conservation work, however the Canadian Conservation Institute has agreed to provide some conservation support.

Ministry staff will engage with First Nations and the archaeological consultant to explore alternative approaches to artefact conservation, which may reduce the scope of work.

### **B53 Development Permit Area Requirements**

Whereas in 2003 and 2011 UBCM endorsed resolutions calling for legislative changes so local governments can issue municipal ticket information or bylaw violation notices for contraventions of the prohibition on altering land in designated development permit areas, or contrary to issued development permits, but these changes have not yet occurred;

And whereas in British Columbia, designation of development permit areas is the main legislative mechanism for addressing protection of riparian and environmentally sensitive area and for protecting development from hazardous conditions such as erosion:

Therefore be it resolved that UBCM request the provincial government to improve the enforceability of development permit area requirements by enabling local governments to enforce violations by way of prosecution, ticket or bylaw notices.

#### **REPONSE: Ministry of Municipal Affairs and Housing**

The Ministry of Municipal Affairs and Housing is aware of the concern raised in the resolution and that there have been previous resolutions in relation to enforcement in development permit areas.

Some local governments enforce development permit violations through initiating prosecution, ticket or bylaw notices where the development permit requirements are established in a regulatory manner in the bylaw. For example, some local governments have included development permit rules in the matters that can be enforced under their Municipal Ticket Information bylaws. This authorizes these local governments to ascertain compliance with development permit requirements.

The Ministry will continue to monitor this issue to determine if additional clarity is needed.

## **B55 Diminishing Access to Provincial Government In-Person Services**

Whereas access to in-person provincial government services is gradually being removed from small, rural communities in British Columbia with these services being centralized to larger urban centres;

And whereas rural citizens and business owners are forced to travel long distances at great expense as there is limited and inconsistent public transportation available to access these services;

And whereas the lack of in-person provincial government services in small, rural communities negatively impacts economic growth and the ability to attract and retain rural citizens and business development:

Therefore be it resolved that UBCM lobby the Government of British Columbia to provide equitable local access to in-person provincial government services for all small, rural communities in British Columbia.

### **RESPONSE: Ministry of Citizens' Services**

Government's goal is to provide services within reasonable travel time where citizens can walk in and get face-to-face help with a full range of government services. Service BC provides service in 65 locations across the province; most are located outside the large urban centres such as Metro Vancouver.

Given the geography of our province it is a major challenge to efficiently provide an in-person service in every rural community. There are a number of critical government services available at the shared provincial government office in McBride, and there is a Service BC Centre in Valemount (85 km away). For citizens who are not able to attend a Service BC location, the Service BC Contact Centre is available to provide access to a wide range of services via telephone and email access to information about, and referrals to, government programs and services.

Service BC is working to have in place a Community Access Terminal (CATs) at the Provincial Government building in McBride. Included with this installation will be phone support with direct contact to the Service BC Contact Centre. Future Pilot projects starting through the Contact Centre which will further help all Citizens include SMS texting, Co-browsing (assist citizens to virtually navigate the web,) and Web Chat.

## **B56 Regulate and Enforce Vehicle Parking on Provincial Roads**

Whereas regional districts have not been granted the authority to regulate vehicle parking on roadways in rural areas;

And whereas the Province and the RCMP have limited resources to regulate and enforce the increased volume of vehicles parked illegally on roads and right-of-ways that cause congestion and unsafe conditions for other vehicles, pedestrians and emergency first responders:

Therefore be it resolved that the Province of British Columbia extend authority to regional districts to regulate and enforce vehicle parking on provincial roads and right-of-ways.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is supportive of exploring the current parking and enforcement regulations on provincial road within regional districts.

Currently the B.C. *Motor Vehicle Act* (MVA) provides municipalities with the authority to enforce parking regulations within their boundaries. The same authority is not provided to regional districts. Research is required to understand the basis for the difference and determine whether there were any specific reasons for excluding the regional districts when the original legislation was enacted.

Ministry staff are undertaking work on this issue to review the intent of the original legislation as well as identify the types of operational and safety impacts. Once the information is gathered, the Ministry will be in a position to give this matter further consideration.

## **B57 Parking Enforcement in Rural Areas**

Whereas the RCMP are responsible for enforcing parking regulations in rural areas which takes policing resources away from other priorities;

And whereas the provincial response to UBCM Resolution 2014-B102 requesting that regional districts be granted the authority to enforce parking regulations within their boundaries indicated that further research was required prior to undertaking any policy change:

Therefore be it resolved that the Ministry of Transportation and Infrastructure and the Ministry of Public Safety and Solicitor General jointly review parking enforcement in the rural areas to either provide regional districts with the authority to enforce parking regulations within their boundaries or to adequately resource rural detachments to ensure that community safety issues related to illegal parking are addressed.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is supportive of exploring the current parking and enforcement regulations on provincial road within regional districts.

Currently the B.C. *Motor Vehicle Act* (MVA) provides municipalities with the authority to enforce parking regulations within their boundaries. The same authority is not provided to regional districts. Research is required to understand the basis for the difference and determine whether there were any specific reasons for excluding the regional districts when the original legislation was enacted. Based upon the research, further consultation and policy analysis may be required before considering the change.

Ministry staff are undertaking work on this issue, to identify the types of operational and safety impacts, as well as changes to the MVA, that would be required to allow regional districts the ability to regulate and enforce parking restrictions. This work will also explore the ability of regional districts to assess and enforce parking regulations within their communities.

## **B58 Tree Cutting Authority for Regional Districts**

Whereas regional districts have no regulatory authority for tree cutting except as it relates to environmental hazard protection, while municipalities have broader powers to regulate tree protection;

And whereas unincorporated rural areas with high population densities may share similar concerns as municipalities with respect to protecting trees to mitigate potential ecosystem impacts, excessive storm water runoff impacting properties, general neighbourhood feel and control over sightlines, as well as the desire to protect certain species of trees:

Therefore be it resolved that UBCM urge the provincial government to provide regional districts broader authority over tree cutting that is equal to the regulatory power of municipalities for tree protection, particularly in unincorporated rural areas that are more densely populated.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Under the Local Government Act (LGA), local governments have the power to adopt bylaws that place restrictions on forest management activities on private unmanaged land within regional boundaries, including aligning their bylaws with requirements equivalent to Crown forest land regulations. Regional districts can use development permit powers and tree cutting permits to limit the cutting of trees related to environmental protection and hazard protection issues.

Municipalities have the same LGA development permit powers, but under the Community Charter, they have broader powers to regulate, prohibit and impose additional requirements related to trees. For example, some municipal tree protection bylaws require protection, removal, replanting and replacement of trees.

The consideration of expanding regional districts powers to regulate tree cutting in rural areas designated for urban expansion, should be balanced with support for working forests on private and Crown land.

The Ministry recognizes that regional districts can face unique challenges that may require customized solutions. Given the complexity of the issue and that the issue of tree protection is of particular interest to some regional districts, the Ministry will continue to monitor issues as they arise.

## **B59 Regulate E-Cigarettes/Vapour Products to Minors**

Whereas results from the 2018 BC Adolescent Health Survey, Balance and Connection in BC: The Health and Well-being of our Youth (McCreary Centre Society) show that 21 per cent of BC students have used a vaping product with nicotine in the past month and while the long term effect of using e-cigarettes and vapour products are being assessed, the effect of nicotine on youth are known to be detrimental to brain development;

And whereas e-cigarettes and vapour products are being specifically marketed to youth through fruit and candy flavours and easily concealed products:

Therefore be it resolved that the Province of BC enact strict regulations regarding the marketing and selling of e-cigarettes and vapour products to minors.

### **RESPONSE: Ministry of Health**

Promoting and protecting the health of youth is a priority for the B.C. government. We are extremely concerned about the increasing popularity and use of vaping products and e-cigarettes in young people and as such on November 14, 2019, Minister Dix announced a comprehensive 10 Point Action Plan on behalf of the Province in order to address youth vaping. BC is actively executing the planned actions, the most comprehensive in Canada.

#### Regulatory actions:

1. Regulate nicotine content in vapour products.
2. Restrict the sale of flavoured vapour products.
3. Implement new labelling requirements to include plain packaging and health warnings.
4. Strengthen restrictions on public advertising.
5. Enhance compliance and enforcement of provincial laws, and
6. Increase the provincial sales tax on vapour products and accessories.
  - *Sales tax was implemented January 1, 2020*
  - *It is anticipated regulations will come in force on April 1<sup>st</sup>, 2020*

#### Youth engagement and education and awareness:

7. Create a provincial youth advisory committee to support and advise on youth vaping, education, social awareness and other initiatives.
  - *5 regional youth tables took place engaging over 70 diverse youth through January to inform social marketing campaign and enhancements to the BC Lung toolkit.*
  - *Development of the Provincial Youth Advisory Council is underway in partnership with the Ministry of Education (EDUC), expected to be in place in March 2020.*
8. Distribute the B.C. Lung Association Vaping Prevention Toolkit to all schools for students, parents and educators.
  - *The Toolkit has been distributed to approximately 2000 schools and is being translated in several languages and updated based on youth input.*
9. Launch a 'stop vaping' youth social awareness and marketing campaign.
  - *Creative concept was youth generated and focus tested and will be launched mid February.*
10. Enhanced QuitNow resources for youth wanting to quit vaping.
  - *QuitNow cessation services for youth and vaping have been updated.*

We will continue to work with all levels of government on this issue.

## **B60 Addition of Drug and Alcohol Recovery Facilities and Beds**

Whereas an opioid crisis has been identified in British Columbia, and addictions can also take many other forms such as alcohol and other drugs, with addictions being so detrimental to an individual's health and well-being;

And whereas there are not enough Drug and Alcohol Rehabilitation/Recovery Facilities and space available for those who are seeking help to combat addictions:

Therefore be it resolved that the Province fund significantly more licensed rehabilitation facilities and beds in every local government to enable all those who seek assistance in recovering from addictions an opportunity to beat addictions.

### **RESPONSE: Ministry of Health**

The ministries of Health and Mental Health and Addictions are working with all levels of government, community agencies and families to improve mental health and addictions care for everyone – with an immediate focus on prevention and early intervention.

As part of this work, the ministries of Health and Mental Health and Addictions are reviewing how we offer mental health and substance use supports and services to people, including the number of appropriate treatment beds and support services required to provide quality care for patients.

Providing a range of options gives people access to the most appropriate treatment for their specific circumstances, when they need it.

Beds represent a small portion of a broad continuum of treatment options available and are typically for people who require high-intensity services and supports to address complex or acute mental health or substance use problems.

Evidence shows that community-based treatment results in better outcomes than inpatient treatment and care, and that shorter stays in hospital are as effective as longer stays.

The ministries of Health and Mental Health and Addictions are also working to improve the quality of supportive recovery homes, with more oversight and better protections for people who use these services. New regulations to improve the health, safety and quality of care in registered assisted living residences, including supportive recovery homes, came into force on Dec. 1, 2019.

Some health authorities (such as Fraser Health) are also expanding and improving "Mental Health and Substance Use Zones" of Emergency Departments, which are a designated space within an emergency department offering patients a more calming and therapeutic experience. MHSU Zones are staffed by psychiatric nurses and social workers who can provide patient care in a space within the Emergency Department designed for patient privacy and with comfort in mind. They include a separate entrance from the main emergency department, natural light, confidential assessment rooms, a nourishment centre, and a shower room.



## **B61 Additional Rehabilitation Detox Centres**

Whereas substance use, particularly drug addiction, is considered a mental health issue;

And whereas smaller communities do not have many of the supports required to assist those wanting to recover from addiction and detox followed by immediate rehabilitation is necessary in order to recover and the wait time between the two can be up to three months:

Therefore be it resolved that the Ministry of Health be encouraged to fund detox and rehabilitation centres throughout the Province, particularly in rural and remote communities.

### **RESPONSE: Ministry of Mental Health and Addictions**

In June of this year, the Government launched “A Pathway to Hope” – a roadmap for making mental health and addictions care better for people in British Columbia.

“A Pathway to Hope” lays out government’s 10-year vision for mental health and addictions care that gets people the services they need to tackle problems early on and support their well-being.

It identifies the priority actions government will take over the next three years to help people immediately and reduce demand on services down the road. The focus is on supporting the wellness of children, youth and young adults, supporting Indigenous-led solutions and improving access and quality of care. The roadmap builds on the ongoing work to address the overdose crisis by starting to establish improved systems of addictions care.

The Government’s goal is to build a system of care where all British Columbians can get the care they need, regardless of where they live, how much money they make or their background.

There is no one-size-fits-all solution to mental health and addiction challenges. Providing a range of treatment options will help ensure people can get the services that will work best for them. For example, community-based services can help prevent people from needing bed-based care, which are just one component of a broad continuum of care.

To increase access to bed-based services, the Province has worked with health authorities to fund 60 new beds since 2017/18,

In 2018, an investment of \$4.7 million supported Our Place Society to open the New Roads Therapeutic Recovery Community on Vancouver Island, providing long-term residential supportive recovery care for individuals who are among those most at risk.

## **B62 Equitable Access to Health Services in Rural BC**

Whereas the matters of sustained, accessible health services reflective of the needs of rural and remote communities have been raised through numerous resolutions over the past thirty years and where the Provincial responses highlight unsuccessful and inadequate Provincial Programs;

And whereas existing services in rural and remote communities continue to decline, while communities remain removed from the planning and administration of health services in their areas;

And whereas regionalization of health service delivery is in an ongoing pursuit of both the Regional Health Authorities and the Province of BC moving the planning and delivery of services further away from rural and remote communities;

Therefore be it resolved that the Province of BC acknowledge that the challenges related to rural and remote health services persist and for many have continued to deteriorate over the past thirty years;

And be it further resolved that the Province of BC immediately recognize the highest priority of keeping residents in their communities with equitable access to health services and with adequate funding to support that model;

And be it further resolved that when medical travel is absolutely necessary for services not available at home, the Province of BC provide rural and remote residents with financial relief.

### **RESPONSE: Ministry of Health**

The Ministry is working with health authorities and other stakeholders to make capital investments in the interior and northern regions of the province, especially in communities that have been waiting for years for certain services. The capital investments demonstrate unprecedented support for healthcare in the North by Premier John Horgan. These investments will attract new healthcare professionals, businesses, and allow folks to stay in their communities longer. Capital announcements in rural areas include: Fort St. James: Stuart Lake Hospital business plan approval (January 2020); Williams Lake: Cariboo Memorial Hospital (July 2019); Quesnel: G.R. Baker ED and ICU (March 2019); Trail: Kootenay Boundary Regional Hospital pharmacy and ambulatory care (February 2019)

Under the Surgical and Diagnostic Imaging Strategy, the Ministry is working closely with all health authorities to address access and wait times across BC. Interior Health and Northern Health are an integral part of this provincial strategy. Through this strategy, system improvements are also being made to create more surgical access and diagnostic imaging throughout the province.

BC Cancer operates six regional cancer centres across the province. Regional centres are responsible for providing assessment and diagnostic services, treatment and supportive care. The six regional centres are in: Vancouver, Abbotsford, Surrey, Kelowna, Prince George and Victoria. In addition:

- A new cancer treatment centre in Burnaby is expected to open in 2027 as part of the Burnaby Hospital re-development project. Increasing the number of regional cancer centres in the Lower Mainland will help increase access to cancer care services and reduce the impact and cost of travel for patients and their families.
- BC Cancer also works in partnership with communities to provide a network of chemotherapy clinics enabling care closer to home, reducing the need for travel and making treatment more affordable.

The Ministry is working with health authorities, local divisions of family practice and other key partners to implement primary care networks province wide, including in rural and remote communities. This will mean better access to day-to-day health-care services.

We are implementing creative solutions like virtual care to meet British Columbians' health-care needs in rural and remote communities.

Virtual care connects patients with health-care providers, reducing the need for patients to spend time and money travelling. Examples include:

- A tele-pediatric intensive care unit allows specialists at BC Children's Hospital to assess children in nine British Columbia communities through real-time, two-way videoconferencing;
- BC Women's Hospital's Complex Chronic Diseases Program and BC Cancer-Victoria both offer patients the opportunity to attend some appointments virtually using Skype; and
- A pilot project in Lillooet allows patients to attend their surgery consultation appointment virtually, reducing their need to travel.

There are 476 nurse practitioners practising in British Columbia, including in Burns Lake, Lillooet, Fort St. John, Bella Bella and Sayward. As of March 31, 2019, the Ministry has funded approximately \$284.5 million to the health authorities for nurse practitioner positions.

The Community Paramedicine Initiative has introduced community paramedics in 99 rural British Columbia communities to improve patient care, help bridge health service delivery gaps and stabilize paramedic staffing levels.

To improve staffing stability in rural and remote communities, there is a guarantee of four hours pay, even if paramedics don't get a call-out during their shift.

The Ministry understands the need to balance patient and family preference with patient safety. Highly-specialized medical services require specialized equipment and staff who need a minimum number of cases to maintain competency. Not every community has the population required to support the safe delivery of such services; therefore, travel is sometimes required.

In early 2018, the Rural Patient Transport and Transfer Working Group was established. Its one-year work plan resulted in improvements to communications, data sharing, and policy and program issues related to patient transport and transfers. For example, BC Emergency Health Services developed the Provincial Patient Transfer Services Dashboard, which allows rural health-care providers see the estimated arrival status and key characteristics of a patient and their transport in real time.

The Ministry is continuing to work on health-care access for people in rural and remote communities in the province, which will also focus on rural transport.

#### *Financial assistance*

The Ministry provides residents who must travel for specialist medical care not available in their home community with assistance through the Travel Assistance program and Health Connections.

The Travel Assistance program offers discounted fares for ferry, rail and air travel with our travel partners. In 2017/18, the ministry provided \$14 million in funding for the program and issued 133,247 confirmations for travel to 40,038 residents.

Health Connections is a health authority-based regional travel assistance program that offers subsidized transportation options for patients for necessary, non-emergency medical services.

## **B63 Attracting and Retaining Medical Specialists in Rural BC**

Whereas there is limited access to timely specialized medical care in rural British Columbia, creating extended patient wait times, which results in prolonged and worsening medical conditions that are often more quickly resolved in large urban centres:

Therefore be it resolved that the Province be lobbied to more effectively retain medical specialists and services in rural British Columbia.

### **RESPONSE: Ministry of Health**

Government is committed to meeting the health needs of BC Citizens living in rural BC; one aspect of which is ensuring there is timely and appropriate access to medical specialists.

We have launched a new primary care strategy to establish an integrated, team-based primary and community care system that effectively meets the comprehensive primary health care needs of patients and populations across BC. By bringing together teams of family doctors, nurse practitioners, nurses, and other health care professionals, we can better address everyday health challenges and support long-term health needs.

Team-based care has been shown to reduce hospitalizations and physician visits, reduce duplication of services, streamline care, improve outcomes for patients with chronic diseases, and increase the efficiency and sustainability of the health system. Team-based care also benefits providers by improving efficiencies in care and preventing burnout through better work-life balance. This helps to retain existing providers and attract new ones to practice. In this model of care, roles and responsibilities are clearly defined to support providers to work to their optimal scope of practice and align with their strengths.

Primary Care Networks (PCN) are being established throughout the province to provide quality team-based primary care services within a defined geographic area. A PCN is a network of primary care services in a defined geographic area that are linked to each other. PCNs include patient medical homes (PMHs), urgent and primary care centres (UPCCs), community health centres, and other primary care clinics and models.

The first 14 team-based primary care networks are being established in the Fraser northwest, Burnaby, South Okanagan Similkameen, Prince George, Richmond, Maple Ridge and Pitt Meadows.

- Fraser northwest – Four networks will recruit up to 65 health-care providers over three years: Port Coquitlam; North Coquitlam and Port Moody/Anmore/Belcarra; New Westminster; and Southwest and Southeast Coquitlam.
- Burnaby – Three networks and one urgent and primary care centre will recruit 68 health-care providers over three years: Brentwood/Hastings; Edmonds; and Metrotown.
- South Okanagan Similkameen – 22 health-care providers over three years
- Prince George – 29 health-care providers over three years
- Richmond – Three networks will recruit up to 70 health-care providers over three years: Richmond West; Richmond City Centre; and Richmond East.

- Maple Ridge and Pitt Meadows – Two networks will hire 45 FTE health-care providers and staff, including one part-time Elder-in-care and a part-time nurse practitioner to support the Katize First Nations.

Work is underway to launch additional primary care networks provincially.

Urgent Primary Care Centres (UPCCs) are an important part of our Primary Care Strategy and the implementation of team-based care. UPCCs provide urgent care to patients for ailments and issues that may not require emergency services but do require attention within 12 to 24 hours. They also serve as temporary primary care clinics for people who do not have a regular primary care provider and will work to connect them to a primary care clinic as space is available.

We've opened 12 urgent and primary care centres and announced two more to provide increased access to team-based care, including evenings, weekends, and holidays for people in: Kamloops, Quesnel, Westshore, Surrey, Downtown Vancouver, Prince George, Edmonds, Nanaimo, East Vancouver, North Vancouver, Kelowna, Ridge Meadows, Vernon and James Bay.

We're also replacing aging hospitals and building new ones in many of B.C.'s growing communities so more people can access quality care. Our government has approved 13 major health capital projects.

- We're building new patient care towers in Richmond, North Vancouver and Kamloops.
- We're building new hospitals for people in Surrey, Terrace, Cowichan Valley and Fort St. James, and a redeveloped & expanded hospital in Dawson Creek.
- We've started construction on new emergency departments at Peace Arch Hospital in South Surrey, Eagle Ridge in the Tri-Cities, as well as an expanded emergency department at Langley Memorial.
- We're building a new intensive care unit in Nanaimo, replacing "by far one of the worst" ICUs in Canada that the old government knew about since 2013.

These investments all help to attract and retain health care professionals.

We are also working to find creative solutions like virtual care to meet British Columbians' health-care needs in rural and remote communities.

We brought in more paramedics and ambulances for the Interior, North and Vancouver Island.

Community paramedics have been introduced in 99 rural B.C. communities to improve patient care, help bridge health-service delivery gaps and stabilize paramedic staffing levels.

Other strategies presently used include:

#### Health Match BC

- The Ministry funds Health Match BC (HMBC) as the provincial recruitment agency focused on sourcing, engaging, and connecting health professionals with communities and employers in BC.
- Communities experiencing recruitment challenges are encouraged to work closely with their regional health authority as they have dedicated recruiters collaborating with HMBC to recruit physicians, nurses and other health professionals.

#### Practice Ready Assessment-BC Program (PRA-BC)

- The PRA-BC is a program for internationally-educated family physicians who have completed residencies in Family Medicine outside of Canada. The program provides a pathway for these physicians to become licensed to practise in BC in exchange for a commitment to practice in rural communities throughout the province.
- PRA-BC assesses up to 30 family physicians each year. All candidates must pass a rigorous assessment process to ensure they meet the standards of practice in the province before the College of Physicians and Surgeons of BC grants them a license to practice in BC.

#### International Medical Graduate Return of Service Program (IMG ROS):

- As part of the University of British Columbia Postgraduate Medical Education (UBC PGME) expansion, the number of entry-level residency positions for IMGs has increased from six positions to 58 or 52 Family Medicine positions and six specialist positions.<sup>1</sup>
- Upon graduation, UBC Family Medicine IMGs must complete a two-year Return of Service (ROS) in a designated community of need in BC immediately after residency training; and six IMG specialists must complete a three-year ROS in BC upon graduation.
- As of August 22, 2019, 276 family physicians and 44 specialists have been placed throughout BC in 74 communities.<sup>2</sup>
- The Northern Health Authority has identified Burns Lake as a community of need for the 2020 ROS placement cycle.

#### Northern and Isolation Travel Assistance Outreach Program

- The program provides funding for visiting specialists to travel to rural areas, including Burns Lake, where specialist services would otherwise not be available.
- The program currently provides funding for the following specialties in Burns Lake: obstetrics and gynaecology, endoscopy, geriatric internal medicine, internal medicine, pediatrics, psychiatry, geriatric psychiatry and physiatry.

#### Rural Physician Programs:

- The Ministry of Health and the Doctors of BC's Joint Standing Committee on Rural Issues manages a series of incentive programs to recruit, retain and educate rural physicians provincially. In doing so, Physicians are supported to work in rural communities across the Province

#### Loan Forgiveness

- The BC Loan Forgiveness Program (LFP) is administered by the Ministry of Advanced Education, Skills and Training (AEST) through StudentAid BC. It provides financial incentive for select health-related occupations by providing loan forgiveness for eligible participants working in underserved communities in BC including Burns Lake.

#### Distributed Learning

- Government has developed a distributed learning approach to physician education and increased

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<sup>1</sup> Pathways to Practice for IEPs Fact Sheet, approved February 27, 2019

<sup>2</sup> UBC IMG ROS Community Placements 2019-08-23

the number of residency spots available in the province. The intent in doing so is to increase the ability for physicians to be trained and placed during their residency placements in different communities across the province.

- Government has invested in rural and remote training of allied health professionals, such as occupational therapists (OTs), physiotherapists (PTs) and sonographers through funds from the 2019 budget:
  - **OT:** Program expansion of 8 seats is planned for September 2020 for UBC's Point Grey campus. An additional 16 seats will commence in September 2022 in partnership with University of Northern British Columbia with a total of 72 seats at full expansion
  - **PT:** Expansion of the current UBC program through a partnership with UNBC to create seats in the North (first intake of 20 students in September 2020) and further expansion to the Fraser Valley (20 seats by September 2022) will result in 120 seats in total being offered annually.
  - **Sonography:** The Ministry of Health worked with Ministry of Advanced Education, Skills and Training to expand sonography training capacity at both CNC and BCIT through funds from the 2019 budget. CNC launched their program in January 2019 with 8 seats and will offer 16 seats in September 2019. BCIT is funded to add 8 seats to their base of 32 in 2019/2020 and funded to add an additional 8 seats in 2020/21 to equal 48 seats in total; this equates to 64 seats being offered in total annually. Also a new sonography program at Camosun College was recently announced, to start in May 2020 with a cohort of 16 students

In addition to the above, government has also made significant investments in capital upgrades to health authority facilities, embraced team-based care and expanded the use of nursing and allied providers. In doing so, Specialists have access to improved physical infrastructure and team based care supports to expand their ability to provide care in rural communities.

Government has also supported investment in virtual care to improve access to specialists. Examples include tele-pediatric care, which allows BC Children's Hospital to assess children in rural communities through real time, two-way videoconferencing; and, BC Women's Hospital's Complex Chronic Diseases Program and BC Cancer-Victoria which both offer patients the opportunity to attend appointments virtually.

Lastly, the government provides the Travel Assistance Program, Out of Province and Out of Country Travel so that BC Citizens residing in rural BC have assistance in accessing specialist care. In doing so, rural residents have access to financial support to access services when they are not directly available in their home communities.

By utilizing a multi-pronged approach Government is working to ensure citizens living in rural BC have access to the medical professionals they need.



## **B66 Food Security**

Whereas it is important that BC Communities have a local food system to enable access to affordable and healthy food options and improve community sustainability and BC Communities should encourage awareness about and the expansion of a regional food system;

And whereas the provincial government is committed to promoting healthful living and making BC a healthy place to be:

Therefore be it resolved that the BC Ministry of Health be requested to initiate programs and partnerships to increase community awareness of the benefits of nutritious and affordable food and support regional initiatives to enhance community food security.

### **RESPONSE: Ministry of Health**

The Province funds several programs and partnerships that contribute to an increased community awareness of the benefits of nutritious and affordable food and supports regional projects to enhance community food security.

Feed BC is government priority to increase the amount of B.C.-grown and B.C.-processed foods to health care, post-secondary and other government institutions and facilities. Feed BC builds the provincial food supply, supports jobs and businesses for farmers, fishers and food processors and offers more local foods to patients, students and clients. Across B.C. 168 hospitals and residential care facilities are prioritizing B.C. foods.

Food security is one of 20 core provincial public health programs in B.C. that guides public health practice in food security. Within this core program, the Community Food Action Initiative enables regional health authorities to provide funding to communities for the development of community food action plans, which support local food access and food security.

Healthy Community Capacity Building Grants support local governments to plan and implement projects that contribute to healthy living. Sixty-three of these projects have contributed to food security and healthy eating in communities across the province since 2013.

The BC Healthy Communities Society's Plan H Program provides tools and resources for local governments, including a Healthy Eating and Food Security Action Guide.

Government supports the BC Farmers' Market Association to deliver the Farmers Market Nutrition Coupon Program. The program provides coupons to low-income pregnant women, families and seniors to buy select B.C. foods at local farmers' markets. Community partners also provide participants with food literacy classes to increase awareness of the benefits of nutritious and affordable food. The program serves over 79 communities, and reaches over 12,000 families, seniors and pregnant women.

The Public Health Association of BC receives provincial funding to host the Food Security Gateway website – a site that helps people and organizations access up-to-date food security information and resources.

The Food Skills for Families Program is offered in communities provincewide. The program's hands-on curriculum makes healthy eating, grocery shopping and cooking quick, easy and fun. Since 2008, 1,567 programs have been delivered to about 13,500 participants.

## **B65 Support for Local Government Inclusion in the BC Poverty Reduction Strategy**

Whereas BC's First Poverty Reduction Strategy is a great step in the right direction toward decreasing the escalating rates of poverty and inequity in BC;

And whereas poverty has different appearances and challenges in every community, and community staff, officials, and organizations have invaluable insights and solutions to contribute:

Therefore be it resolved that the Province of British Columbia include grants for local governments and community non-governmental agencies in the Poverty Reduction Strategy, in order for communities to work with the Province to build vibrant communities by investing in community expertise, to prevent poverty by breaking the cycle, to alleviate the hardship of poverty through improved services, and to enable British Columbians to exit poverty by building capacity.

### **RESPONSE: Ministry of Social Development and Poverty Reduction**

Government is committed to supporting local governments seeking to reduce poverty, decrease inequality, and build vibrant communities. TogetherBC, B.C.'s first poverty reduction strategy, encompasses a cross-jurisdictional approach, in recognition that reducing poverty requires governments at all levels working together and in partnership with community to succeed.

To that end, Government has introduced two new provincial programs to assist local governments and organizations in their efforts to address poverty and homelessness in their communities:

- The Poverty Reduction Community Program provides support for local governments to develop plans and projects in support of TogetherBC.
- The Homelessness Community Action Program supports community-based research and action, including demonstration projects, partnerships and other collaborative initiatives, to meet the needs of those who are homeless or at risk of homelessness.

## **B67 Legal Aid Funding**

Whereas legal aid is an essential service which provides the marginalized, vulnerable and poor with access to justice;

And whereas legal aid has been chronically underfunded for over 25 years making it very difficult for the marginalized, vulnerable and poor to get legal assistance from a lawyer;

And whereas many studies and reports, including those commissioned by Government, have noted the serious consequences for society by the continued chronic underfunding of legal aid;

And whereas the Association of Legal Aid Lawyers have been attempting to negotiate appropriate levels of funding for legal aid;

And whereas over 575 members of the Association of Legal Aid Lawyers voted overwhelmingly to withdraw services on April 1, 2019, to protest the intolerable levels of funding;

And whereas the government and the Association of Legal Aid Lawyers have negotiated a interim funding plan to avert the withdrawal of services and allow time to continue to negotiate a permanent funding model:

Therefore be it resolved that UBCM recognizes that legal aid is an essential public service that provides legal representation to the most vulnerable, marginalized and impoverished members of our city and that the chronic underfunding of legal aid has led to a serious inequality in the delivery of legal services in our communities;

And be it further resolved that UBCM encourages the Province of British Columbia to resolve this matter with the Association of Legal Aid Lawyers and restore funding to Legal Aid.

### **RESPONSE: Ministry of Attorney General**

Government has increased funding to the Legal Services Society (LSS) by \$26 million over the fiscal plan (2018/19 – 2020/21), which is the most significant lift since 2002.

With this additional funding, LSS has been able to expand the services it provides to include many new services including:

- an expansion of the Parents' Legal Centre network to over nine locations across the province;
- an increase in the number of hours lawyers can spend on family cases;
- support for Indigenous clients in both family law and child protection matters;
- representation for extended family members in child protection cases;
- an increase in the availability of criminal duty counsel; and
- the introduction of the criminal early resolution contract which expands eligibility criteria to resolve criminal matters early and out of court where appropriate.

With respect to negotiations with the Association of Legal Aid Lawyers, government reached an agreement with them and the Legal Services Society which was announced October 15<sup>th</sup>, 2019. This agreement will be in effect until March 31, 2022 and provides for:

- Tariff increases over the term of the agreement;
- The establishment of a permanent negotiating relationship; and,
- A policy consultation process over the term of the agreement to identify improvements for the legal aid program.

## **B68 Full Social Support Services For Homeless Housing**

Whereas the Province through BC Housing has invested in creating housing for those individuals struggling with homelessness;

And whereas individuals experiencing homelessness are often in need of social services:

Therefore be it resolved that the Province ensure all forms of social services (mental health services, addiction services, social assistance services, employment services, etc.) also referred to as “wraparound services” are available to individuals housed in homeless housing at the housing site or within a short walking distance.

### **RESPONSE: Ministry of Social Development and Poverty Reduction**

Government agrees that supports and services are often needed to help people remain stably and successfully housed.

Through Building BC: Supportive Housing Fund and the Rapid Response to Homelessness program, the Province is building 2,500 supportive housing units and 2,200 modular supportive housing units across B.C. for people who are homeless or at risk of homelessness.

All new modular housing buildings in the province are being provided with around-the-clock staffing to help young people, people with disabilities, seniors, and others in critical housing need.

Support services are determined through a collaboration between the non-profit housing provider and the local health authority – and can range based on the needs of residents.

Government also works closely with other community service providers to connect people with supports that will contribute to their long-term housing stability.

Recognizing the need to increase our engagement with BC Employment and Assistance recipients and service partners in communities, the Ministry of Social Development and Poverty Reduction has introduced a new Community Integration Specialist role throughout the province.

Community Integration Specialists are focused on connecting B.C.’s most vulnerable citizens with financial assistance and community supports. To do this, they actively collaborate with other government and community agencies. The services they provide include expedited intakes, shelter and health requests, intensive case management, as well as referrals to social services including employment and other necessary community supports and services.

To guide further action on homelessness and support increased collaboration and coordination, Government has launched the Office of Homelessness Coordination. The Office is working across government and with our partners in the community to align our approaches and deliver a coordinated response.

## **B69 Income-Based Solutions to Household Food Insecurity**

Whereas more than one in ten households in BC, [1 in 7 households in the Interior Health region], experience household food insecurity and are more vulnerable to chronic conditions leading to health care costs that are two times higher than food secure households;

And whereas rates of household food insecurity are not reduced by food programs because they cannot address the root cause of household food insecurity, being lack of income and extreme material deprivation:

Therefore be it resolved that UBCM frame household food insecurity as an income-based problem and advocate to provincial and federal governments for evidence-based income policy solutions to food insecurity.

### **RESPONSE: Ministry of Social Development and Poverty Reduction**

Government recognizes that food security is an important element of poverty reduction. It is also a key priority of the poverty reduction strategy, *TogetherBC*, which was released on March 18, 2019. This strategy reflects a cross-government approach and is guided by four key principles: affordability, opportunity, social inclusion and reconciliation. Because reducing poverty means both reducing costs as well as increasing income, *TogetherBC* includes several initiatives to address a lack of affordability for goods and services for people living on low income.

Government also recognizes that a basic income could have positive aspects for addressing poverty and supporting food security. An independent committee is currently researching the feasibility of a basic income in BC and how to apply basic income principles to help find ways to improve the system of income supports to make life better for British Columbians.

Addressing food security and income insecurity require comprehensive policy solutions from all levels of government, business, and within the community. Government welcomes collaboration from local governments in developing these solutions.

## **B70 Provincial Universal School Food Program**

Whereas almost 500,000 individuals in BC experience food insecurity, and Canada remains one of the only Organization for Economic Co-operation and Development (OECD) nations without a national school food program and Canada's current patchwork of school food programming reaches only a small percentage of students;

And whereas school food programs have been shown to increase children's consumption of vegetables, fruits and other healthy foods and decrease the consumption of unhealthy ones; improve students' mental health, including reductions in behavioural and emotional problems; improve cognitive skills and increase scholastic success:

Therefore be it resolved that UBCM advocate to the provincial government for a Universal Healthy School Food Program that will enable all students in BC to have access to healthy meals at school, building on existing programs and including food education to serve culturally appropriate, local, sustainable food to the fullest extent possible.

### **RESPONSE: Ministry of Education**

In 2017/18, the Ministry provided approximately \$52.4M to 51 school districts to fund school meal programs through CommunityLINK and the Vulnerable Student Supplement.

Ministry staff are currently working to understand the current landscape of existing school meal initiatives and approaches in school districts. Work to date has also included discussions with external partners, school districts, health authorities, Non-Government Organization sponsors, Non-Profit organizations and community supports.

School meal programs in B.C. are designed and coordinated by individual school districts and research shows 71% of schools provide some form of a food program(s), ranging from occasional snacks to breakfast and lunch.

The Ministry is engaged in conversation with the Federal Government on their announcement towards the creation of a National School Food Program.

## **B71 Importance of 911 in Remote and Rural Areas**

Whereas more than 500,000 motorists use the rural and remote corridors throughout the Northern regions of the province annually, without access to consistent emergency 911 service;

And whereas the absence of 911 as a core emergency service has a financial and human cost, related to the health and safety of residents, visitors and commercial travellers, and with a negative impact on timely and appropriate emergency response:

Therefore be it resolved that the Province prioritize the establishment of emergency call-in services, such as 911 services, across the Province in its entirety including adequate policy, administrative and financial support.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

With support from local governments, the Province is interested in supporting the delivery and implementation of 911 services. Ministry staff are undertaking work on this issue to examine the options surrounding the introduction of a province-wide call answer levy and strategic governance body to supplement and support the 911 system.

Work to date also includes discussions with staff from UBCM, local governments, Indigenous organizations, RCMP, fire agencies, BC Emergency Health Services, E-Comm 911, and national and provincial 911 working groups.

## **B72 Wireless Connectivity in Rural Areas**

Whereas intermittent or complete lack of cellular services in remote communities and along over 5,000 km of BC's rural highways creates a significant barrier for access to emergency services, negatively affects emergency response time, and increases public safety risk;

And whereas there is a market failure to provide cellular services where revenue cannot support costs to deploy and maintain the service:

Therefore be it resolved that the Province set targets to close gaps in cellular service in remote communities and along rural highway sections, and oblige service providers in partnership with all levels of government to close these gaps.

### **RESPONSE: Ministry of Citizens' Services**

The Province recognizes the importance of cellular connectivity along provincial highways and in rural communities, especially for public safety and the role it plays in economic development and tourism. Cellular service along highways is essential for immediate access to emergency services when they are needed most.

Telecommunications in Canada is regulated by the Canadian Radio-Television and Telecommunications Commission and therefore the province cannot compel service providers to expand cellular services. The Federal Government recently launched a new national connectivity strategy where the expansion of cellular services is being studied. The Province is working with other levels of government on developing a costing model for the expansion of cellular coverage along highways across Canada.

Once this work around cellular model costing has been completed, the Province will work with the federal government on what their targets are to understand the national target and how they may apply to individual provinces and territories.

There is a role for local governments in the process to assist in facilitating access to local infrastructure that can help support new cellular equipment such as antennas. The Province is studying the role of this local infrastructure and how it can be used more effectively to accelerate the deployment of cellular and broadband infrastructure.



### **B73 BC Hydro Pricing Structure**

Whereas BC Hydro is utilizing a two-tier monthly pricing structure on their electrical utilities being consumed by their customers;

And whereas smaller Northern communities have limited affordable options for their heating needs, therefore relying heavily on electricity for heating;

And whereas this dependency results in Northern citizens reaching the second-tier pricing significantly sooner each month than other geographical locations creating inequitable heating costs for those who live in rural Northern communities:

Therefore be it resolved that UBCM support lobbying the provincial government to make the necessary changes to BC Hydro to restructure their two-tier pricing model for Northern regions of the Province of BC and create an equitable pricing structure for all BC citizens.

#### **RESPONSE: Ministry of Energy, Mines and Petroleum Resources**

Changes to rate structures, both for BC Hydro and FortisBC, are made through public processes before the British Columbia Utilities Commission (BCUC), the province's independent energy regulator, in order to ensure that all ratepayers' interests are considered.

A number of British Columbians feel that tiered rates can be unfair for households in parts of our province where alternative fuels are not readily available to meet their space and water heating needs.

In its decision on FortisBC's 2017 Rate Design Application, the BCUC did approve FortisBC's plan to phase out its tiered billing rate over five years. This was done with the support of most of FortisBC's customer groups and following significant input from the public, including anti-poverty organizations.

BC Hydro continues to evaluate the impact and effectiveness of its current Residential Inclining Block rate, and is examining alternative approaches to meeting evolving customer needs.

As part of the second phase of the Comprehensive Review of BC Hydro, government is also working with BC Hydro to look at options to ensure that rate structures do not discourage customers from using clean electricity rather than other energy sources.

In its next rate design application, BC Hydro will likely bring several of these alternatives forward to the BCUC. Communities and members of the public will be able to participate in this proceeding, as they did in the FortisBC proceeding.

## **B74 Lobbyist Registration**

Whereas the *BC Lobbyists Registration Act* (LRA) requires individuals and organizations who lobby public office holders and meet specific criteria to register their lobbying activities in an online public registry;

And whereas the goal of the *BC Lobbyists Registration Act* is to promote transparency in lobbying and government decision-making:

Therefore be it resolved that UBCM request that a lobbying regulation system for municipal government, similar to the provincial mechanism under the *BC Lobbyists Registration Act*, be established.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Government of BC is willing to discuss initiatives, like a municipal lobbyist registry, which will increase local government accountability and promote openness and transparency in interactions between public servants, elected officials and lobbyists. Provincial and local governments across the country have approached the creation of municipal lobbyist registries in a variety of ways, including: voluntary registries, registries administered at the local level and those administered at the provincial level.

In moving forward, the Province will need a clearer understanding of what local governments hope to achieve through a municipal lobbyist registry to ensure that an approach is taken that meets those intended outcomes and meets the needs of any local government interested in having a lobbyist registry.

## **B76 Fire Mitigation On Transportation Corridors**

Whereas safe access/egress are vital to human safety during the ever-increasing wildfire events British Columbians are experiencing;

And whereas transportation corridors have been left with dry, combustible brush after clearing the side of roadways, increasing the risk of wildfires:

Therefore be it resolved that UBCM lobby the Provincial Government to establish a multi-agency approach to fire-smarting transportation corridors in the Province in partnership with BC Hydro, Fortis BC, Ministry of Transportation and Infrastructure, and the Ministry of Forests, Lands, Natural Resource Operations and Rural Development.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is committed to taking steps to minimize the risk of devastating wildfires. The Ministry of Transportation and Infrastructure awarded new Road and Bridge Maintenance Contracts around the province in 2019. These new contracts include the requirement for contractors to mow roadside vegetation to minimize the amount of combustible fuel at the edge of the road surface.

The Ministry maintains over 46,000km of roads and uses available funding to undertake brush removal and mulching at high priority areas around the province on an annual basis.

Should other agencies or local governments wish to pursue additional fuel management on highway rights of way, staff are available and willing to work with proponents to identify candidate areas and to issue the appropriate permitting to ensure this work is undertaken in a safe manner.

## **B78 Support for Small Business and Creation of Non Residential Sub Classes in Property Tax Assessment**

Whereas the price of land in our region has caused dislocations and hardships for small businesses in our communities, resulting in negative effects on rental options for homes and some businesses, with such dislocations creating many damages and posing a risk to general economic development;

And whereas our municipalities have an obligation to find ways and advocate for the means to reduce the harms affecting to our communities:

Therefore be it resolved the Province of British Columbia work with municipalities to make the necessary legislative and regulatory changes to enable implementation of the “Split Assessment through a New Commercial Sub-Class” approach in time for 2020 to enable municipalities to lower commercial property tax rate on properties where development potential has made it difficult to operate and provide the much needed relief for smaller businesses and the arts, culture and non-profit sectors.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Province is aware of the impact significant property tax increases are having on small businesses and the art, culture and non-profit sector, particularly in Metro Vancouver.

The Province also understands the important role these enterprises play in supporting a healthy provincial economy and vibrant communities, and is actively engaged with various stakeholders in evaluating a number of potential property tax mitigation strategies that would increase affordability for lessees responsible for property taxes.

These include the potential for a commercial sub-class that would allow local governments to assign a lower tax rate to certain eligible properties. As this would require significant legislative amendments that would be very challenging to implement for 2020, Government is also assessing several alternative actions to address this pressing issue.

We are taking every effort to make decisions in a timely manner while also considering the potential implications and consequences of various approaches.

## **B79 Management of Provincially Regulated Utilities in Municipal Highways**

Whereas, under the *Community Charter*, the soil and freehold of every highway is vested in the municipality and a municipal Council may regulate and prohibit in relation to all uses of or involving a highway but subject to the *Utilities Commission Act* and to all orders given under that Act;

And whereas, the British Columbia Utilities Commission has full and exclusive jurisdiction to hear and determine any matter within its authority under the *Utilities Commission Act* and permits provincially regulated pipelines to be located within municipal highways despite objections from municipalities that the pipelines can hinder the ability of municipalities to manage highways and other utilities that use highway corridors;

And whereas, the urban landscape in the Lower Mainland has changed significantly since the development of the provincial utility regulators, absent of modernization which enables local governments to oversee the orderly use of municipal roads, resulting in unforeseen jurisdictional disagreements and a lack of clarity over regulatory functions:

Therefore be it resolved, that the Province, with the assistance of UBCM, undertake a holistic review of the regulatory framework surrounding provincial utility undertakings and update legislation accordingly to enable a collaborative approach to planning and managing civic infrastructure corridors.

### **RESPONSE: Ministry of Attorney General**

Government is committed to a collaborative approach to planning and managing utilities and civic infrastructure in a way that best meets the needs of British Columbians in their communities.

On August 1, 2019, the British Columbia Utilities Commission (BCUC) established an inquiry to examine the regulation of energy utilities affiliated with municipalities and regional districts (The Inquiry). The Inquiry seeks to provide clarity to the BCUC, utilities and municipalities regarding the appropriate level of regulation required to meet the needs of stakeholders while respecting existing oversight tools and objectives at the local government level.

While the research and analysis completed as part of the Inquiry will not specifically look at the issue of a regulatory framework surrounding provincial utility undertakings, there may be findings from this inquiry that are relevant to this particular issue.

Further, staff within the Ministry of Attorney General will consult with colleagues in relevant ministries (Ministry of Municipal Affairs and Housing, Ministry of Transportation and Infrastructure, Ministry of Forests, Lands, Natural Resources and Regional Development, etc.) on the subject of a full-scale 'holistic review'.

An update from the BCUC Inquiry and the internal Ministry consultations will be shared with participants at the 2020 UBCM Convention.

## **B80 Declaration of Employee Compensation as Part of Annual Statement of Financial Information Reporting**

Whereas the *Financial Information Act* requires that local governments submit an annual Statement of Financial Information (SOFI) Report to the provincial government after the end of each fiscal year;

And whereas the Act requires the SOFI Report to include a schedule noting each employee earning more than a prescribed amount, the total remuneration paid to the employee and the total amount paid for the employee's expenses;

And whereas local governments, like many employers, are seeking to create safe and harassment-free spaces for their employees;

And whereas criticism of public employees has become more aggressive and personal in the social media age, as have expectations of privacy and ability to control personal data;

And whereas the public interest in knowing how local governments spend public money as compensation to employees would be duly served by publishing salaries linked to job position titles as opposed to personal names:

Therefore be it resolved that the *Financial Information Act* be amended to permit local governments to report salaries and expenses in their annual SOFI report by job title as opposed to employee name.

### **RESPONSE: Ministry of Finance**

Government acknowledges public servants, at every level of government, work every day to provide the services and programs that British Columbians rely on.

Since 1961, the B.C. Government has supported the disclosure of employee names, remuneration and position at the provincial and municipal level. Reviews of this practice in 2017 and 2019 show that all Canadian provinces require the disclosure of an employee's name and remuneration, and in many cases, they also disclosed the position.

It is important that the people of B.C. continue to have trust in their government and the public servants who work on their behalf. And part of maintaining the public's trust is being accountable and transparent through proactive disclosure.

## **B81 Amendment to SOFI Reporting Legislation**

Whereas the *Financial Information Act* requires the reporting of information including schedules of remuneration paid to employees in excess of a threshold of \$75,000 through a report entitled Statement of Financial Information;

And whereas it is agreed that the intent of the Statement of Financial Information to provide transparency and public accountability for spending is achieved through this legislation;

And whereas the threshold was set in 2002 and has not been revisited despite increases in average weekly salaries in BC of 57 per cent, CPI increases totalling 29 per cent and local government's contractual obligations under labour agreements that increase salary and remuneration;

And whereas the lack of consistent review of the threshold results in the ever increasing reporting requirements of staff:

Therefore be it resolved that UBCM lobby the Provincial government to amend threshold consistent with the CPI since 2002;

And be it further resolved that the threshold is reviewed and adjusted every 5 years to reflect changes in CPI.

### **RESPONSE: Ministry of Finance**

Government believes in being accountable to the people we work hard for every day – the people of B.C. That is why we support regular proactive disclosure of all public sector entities spending, including contracts valued over \$10,000, direct awards and salaries through Public Accounts.

The current \$75,000 salary threshold used by the B.C. Government aligns with reporting guidelines used by other Canadian jurisdictions.

The B.C. Government may consider amendments to the threshold, if it's determined that it would increase transparency and improve the public's confidence in their government.

### **B83 Conflict of Interest Complaint Mechanism**

Whereas professional regulatory bodies, such as CPABC, BC Law Society, APEGBC, and others, have conflict of interest and ethics rules for their members and enforce them through a complaints process;

And whereas the public expects elected representatives to be held to a professional standard of conduct;

And whereas the only remedy for a citizen complaint of a municipal elected person's conflict of interest is through a judgement of the Supreme Court of British Columbia:

Therefore be it resolved that the Province of British Columbia consider a mechanism including to resolve and remedy conflict of interest complaints through a non-partisan Municipal Conflict of Interest Commissioner or expansion of the scope of powers of the BC Conflict of Interest Commissioner.

#### **RESPONSE: Ministry of Municipal Affairs & Housing**

The Province understands that in order to maintain strong public confidence in the government and administration of local governments, persons in elected office must be, and appear to be, free of conflict and from personal interest and benefit when carrying out their duties and exercising their authorities. BC's local government legislative framework sets out ethical standards for elected officials respecting matters such as conflict of interest. If elected officials are found to have contravened certain requirements, they may be disqualified from holding office. As conflict of interest often raises complex issues involving both facts and perception, and given the potential seriousness of contraventions to these rules, whether or not there is a conflict of interest is most appropriately decided by the courts. Ultimately, the courts have the expertise to apply the law to the facts of a situation, and make an impartial and learned judgement, as is required by conflict of interest scenarios.

The Province also supports local governments in taking actions to support the ethical and responsible conduct of elected local representatives. Within the existing legislative framework, local governments can voluntarily choose to establish their own policies to further manage responsible conduct issues. Such policies might include creating codes of conduct to establish standards of behaviour for elected officials, and other tools, such as creating a role of advisor on ethics-related matters.

#### **Ministry of Attorney General**

There are no plans to increase the jurisdiction of the provincial Conflict of Interest Commissioner (Commissioner) to include local governments. The Commissioner is an Officer of the Legislature and reports directly to the Legislative Assembly. Given that there are over 180 local governments and in excess of 1,500 local government elected officials, adding local governments to the Commissioner's jurisdiction would require a major expansion in the resources of the Commissioner's office.

As the UBCM's 1996 policy paper on conflict of interest noted, the conflict of interest rules for provincial members contained in the Members' Conflict of Interest Act are different in a number of ways from those of local government: they include perceived conflicts, allow for members to represent constituency interests, and contain further provisions respecting the activities of members of Cabinet. These specific rules do not apply to local governments, and having a single commissioner responsible for both levels of government raises the danger that the operation of conflict of interest rules between the two levels of government would become blurred in the public's mind.



## **B85 Money Laundering Counter-Measures in Casinos**

Whereas there is credible evidence that links casinos in British Columbia to organized crime and money-laundering on a very large scale;

And whereas the current regulatory and monitoring system has failed to stop money fraud in BC casinos:

Therefore be it resolved that the BC Government be requested to take immediate steps to address money laundering in casinos, and to undertake an evaluation of cashless gaming systems, whereby account-based card technologies are used to verify player identity and track gambling transactions on all gaming devices.

### **RESPONSE: Ministry of Attorney General**

The Government of B.C. and the BC Lottery Corporation (BCLC) are committed to keeping dirty money out of casinos and have taken immediate action to prevent money laundering in B.C. Our goal is to eliminate money laundering through targeted actions and tools to be able to identify, prevent, enforce and disrupt this illicit activity.

In September 2017, Attorney General David Eby appointed Dr. Peter German to review the province's anti-money laundering practices and policies in the gambling industry and released his report and 48 recommendations in June 2018. Work is underway on all recommendations, including 17 that have been fully addressed.

In January 2018, based on Dr. German's recommendation, our government implemented a new policy requiring every casino customer who tries to buy-in with cash of \$10,000 or more within a 24-hour period to provide documentation showing the source of those funds. There has already been a dramatic decrease in suspicious transactions and large amounts of unsourced cash entering B.C. casinos.

The Gaming Policy and Enforcement Branch has also created a dedicated Enforcement Division and has hired additional investigators to be deployed at casinos during peak times.

The BC Lottery Corporation is seeking an enhanced AML software solution that will enable it to continue to meet its reporting and regulatory requirements for recently implemented and anticipated new AML controls. The system will enable earlier detection and reporting while integrating and extending existing reporting capabilities, intelligence and analytics.

The BC Lottery Corporation is actively analyzing options for account-based play, including carded play and a digital wallet for the player. There are a range of account-based gambling options with various levels of complexity and scalability. BCLC and Government will consider these as part of our shared commitment to ensure the continued safety and security of B.C. casinos, increase non-anonymous play, reduce reliance on cash on the gambling floor, and combat money-laundering activity.

## **B86 Provincial Funding For Sexual Assault Clinics**

Whereas crime rates have dropped in the Province in recent years while rates of sexual assault have continued to rise;

And whereas statistics show that Indigenous women and girls are between 12 and 16 times more likely to experience violence than non-Indigenous women and the Province is committed to implement United Nations Declaration on the Rights of Indigenous Peoples (UNDRIP) and has an obligation to respond to the Missing and Murdered Indigenous Women Inquiry:

Therefore be it resolved that the Province of British Columbia take action to provide dedicated, predictable and secure funds for emergency sexual assault response through the Ministry of Public Safety and Solicitor General, and with the support of the Ministry of Health.

### **RESPONSE: Ministry of Public Safety and Solicitor General & Ministry of Health**

The Ministry of Health, health authorities, the Ministry of Public Safety and Solicitor General (PSSG), and the First Nations Health Authority are working to provide high-quality sexual assault services for survivors across British Columbia. In particular, PSSG recognizes the important work that community-based organizations do to support survivors in the aftermath of sexualized violence through the provision of trauma-informed, integrated and coordinated services.

In March 2019, PSSG provided support for the operations of the Victoria Sexual Assault Centre's Integrated Clinic with a one-time grant of \$200,000 and awarded over \$3.1 million to support community-led projects that address: domestic violence and sexual assault, including increasing capacity to support survivors and provide crisis support; human trafficking; sexual exploitation and vulnerable women in the sex trade; Indigenous healing and rebuilding; and enhancing capacity and improving services of child and youth advocacy centres.

To better meet the ongoing demand for programs and services such as counselling, outreach and crisis support for women and children who experience domestic violence, sexual assault and other crimes, Budget 2018 increased annual funding for victim service and violence against women programs by \$5 million starting in 2018/19, which will be further increased by an additional \$3 million in 2020/21. PSSG now provides over \$37 million annually to support over 400 victim service and violence against women programs across the province. This includes over \$1.29 million for victim service and violence against women programs that serve only Indigenous clients and/or are delivered by Indigenous organizations.

The Ministry of Health and health authorities continue to work to improve both the accessibility and quality of Sexual Assault Forensic Examination (SAFE) services in British Columbia. SAFE is medical legal processes that include the collection of biological material, recording of relevant patient history, and /or documentation of injuries. The intended outcome of the SAFE work is improved access to, and quality of, SAFE services in British Columbia, so that any door is the right door for a victim of sexual assault who is seeking care or support.

## **B87 Cannabis Production Odour Prevention**

Whereas new federal legislation has legalized cannabis production and retail as of October 17, 2018 and that such legislation has left provincial and local governments with regulation gaps to fill;

And whereas cannabis production operations cause disturbing odours that can create issues and breathing problems to those with respiratory vulnerability:

Therefore be it resolved that UBCM request that provincial legislation be created to enforce the federal regulation that cannabis operations install filtration systems to prevent pervasive odours from these operations to disperse into surrounding communities.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Commercial cannabis producers are regulated by the Federal Government under the *Cannabis Act* and regulations; the Province is not considering legislation to enforce federal regulations.

The federal regulations require commercial producers and processors to be equipped with air filtration systems to prevent the escape of odours from indoor facilities. However, this does not mean they must be 100-percent odour-free; like other agricultural producers, cannabis farmers are permitted to emit some odour.

Health Canada carries out annual and targeted on-site inspections to verify compliance. To date, Health Canada has found cannabis production facilities to be quick to address complaints about odour. Local governments can report odour concerns to Health Canada.

With respect to concerns about the impact of cannabis production on neighbouring properties in the Agricultural Land Reserve (ALR), cannabis production is recognized as an agricultural activity. Individuals aggrieved by nuisances such as odour, light, noise or dust associated with agricultural operations can submit a formal complaint to the BC Farm Industry Review Board who is the independent administrative tribunal tasked with reviewing these complaints.

## **B88 Clean-Up of Needles and Other Harm Reduction Paraphernalia**

Whereas the low barrier distribution of harm reduction supplies, including syringes and other safe injection supplies, in communities across BC poses a significant safety and cleanliness concern;

And whereas local governments, businesses and residents are bearing the escalating cost of cleaning up needles and drug paraphernalia in public spaces:

Therefore be it resolved that UBCM request ongoing provincial funding to local governments to cover the cost of cleaning up needles and drug paraphernalia in their communities.

### **RESPONSE: Ministry of Health**

The Ministry of Health (Ministry) recognizes that discarded used injecting equipment and other supplies associated with harm reduction supply distribution is a concern for some communities in the province. Discarded equipment can contribute to negative public perceptions about substance use programs and the populations they serve (i.e., people who use drugs), which can undermine the viability and sustainability of community-based harm reduction services. While the risk of transmission of blood-borne pathogens from discarded syringes is low, public concern about this issue can be high.

The Ministry is committed to supporting robust harm reduction programs, including effective reach of harm reduction supplies such as sterile syringes to groups and individuals who are vulnerable to drug-related harms such as HIV, hepatitis C and illicit drug overdose. Harm reduction is a globally recognized, evidence-based best practice for reducing health harms associated with substance use to individuals, communities, and society. However, as substance use and addiction are complex issues with a variety of factors that contribute to their incidence and prevalence, an effective response requires cooperation among partners from different levels of government and health or social systems.

In B.C., the [Harm Reduction Community Guide](#) provides guidance for municipalities to take a leadership and a facilitative role in supporting evidence-based public health services, thereby reducing the level of drug-related harm in their communities.

With respect to retrieval of used syringes, the Ministry endorses the position of the BC Centre for Disease Control and the Provincial Health Officer, which recommends engaging with clients through peer-based syringe recovery programs, installing sharps disposal bins in public spaces, and encouraging clients to return syringes to harm reduction distribution sites and health units. The Ministry recommends against syringe buy-back programs because there is no evidence that they are effective and they may cause unintended harm and consequences (e.g., increased risk of needle stick injury; risks associated with breaking into or removing community disposal boxes, and wastage).

The Ministry recognizes that this issue is not limited to one system or governmental jurisdiction, but instead requires cooperative effort to address across multiple systems and levels of government. Effective harm reduction supply recovery and disposal services require the participation of a variety of stakeholders, including harm reduction service providers, regional health authorities, business associations, community agencies, local and provincial governments, and individuals or associations of people who inject drugs. Local governments can play a key role in the development and sustainability of such partnerships.

To support these efforts, in September 2019, the Community Action Initiative (CAI) issued a call for proposals for municipal governments to access up to \$50,000 to address community wellness and harm

reduction issues, including syringe recovery and disposal. In total 34 applications were received and a robust adjudication process was completed in December 2019.

Our combined efforts will help ensure that B.C. communities are safe, healthy places to live, and that community concerns are addressed in a timely and effective manner.

## **B89 Crime Statistics**

Whereas the collection of crime statistics for many municipalities does not take into consideration the population it services outside its boundaries, resulting in artificially inflated crime statistics;

And whereas by more accurately applying crime statistics to the population across a regional boundary, many municipalities' crime ranking would be significantly lower and more accurate:

Therefore be it resolved that UBCM request the Province to direct the RCMP to amend its reporting statistics to accurately reflect crime statistics based on the regional service area the RCMP responds to, and that the recommendation be sent to Statistics Canada.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The rules for the Uniform Crime Reporting Survey are set by national bodies, including the Canadian Association of Chiefs of Police and the Canadian Centre for Justice Statistics, with one of the goals of the program being uniformity across Canada in the way crime statistics are collected and reported.

The Ministry has made changes to its own publications to both acknowledge the “core city” effect and its impact on crime rates, and to include crime statistics at the Regional District Level. The Ministry will continue to explore ways to further amend our publications to ensure the information is presented in ways that are meaningful for citizens and continue to support oversight and decision-making related to the structure and funding of policing in British Columbia.

## **B90 Port Policing**

Whereas the Ports Canada Police was disbanded in 1997 and the Vancouver Fraser Port Authority discontinued its financial contribution to the RCMP-led Waterfront Joint Forces Operation in 2015;

And whereas this loss of police resources has weakened the security of Canada's ports and allowed organized crime elements to proliferate, as evidenced by the 2019 Peter German report "Dirty Money";

And whereas both the federal and provincial governments have committed funding and resources to enhance law enforcement at Canada's borders, and improve policing capacity to fight money laundering;

Therefore be it resolved that the BC government be requested to work with the Canadian government and port municipalities to develop a strategic plan to re-establish dedicated resources to police ports and waterfronts, including the Port of Vancouver, in order to address the issue of organized crime operating through Canada's ports.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Vulnerability of a port impacts the entire province and Canada as a whole. As such, it is a federal responsibility, notably the RCMP-Federal, Serious and Organized Crime (FSOC) and the Canada Border Services Agency (CBSA). The Province is certainly supportive of the conversations with federal partners and maintains situational awareness of threats through the Real Time Intelligence Center-BC, the Provincial Tactical Enforcement Priority program and Canada Intelligence Service of B.C.

The Province is emphasising the importance of this issue with federal entities to meet their staffing commitments which in itself will enhance capacity and ability to service risk areas. The Province has engaged in frequent correspondence between the Federal Government of Canada with regards to federal resourcing.

## **B92 Wildfire Hazard Reduction Treatment on Private Lands**

Whereas the Province has experienced successive extreme wildfire years which, because of climate change, is expected to be the new normal;

And whereas many local governments have initiated fuel management treatments within their boundaries and on adjacent Crown lands to reduce wildfire risk;

And whereas significant wildfire risk still exists on private lands adjacent to many communities that are currently ineligible for funding under the Community Resilience Investments (CRI) Program for wildfire risk reduction treatments:

Therefore be it resolved that UBCM ask the provincial government to offer significant incentives under the CRI or an alternate program to private land owners to complete wildfire risk reduction treatments on private lands, adjacent or within communities which have been identified by the BC Wildfire Service as having a high or extreme wildfire risk.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Wildfire prevention and risk reduction is a shared responsibility among all levels of government, private companies and citizens. The Government of B.C. is committed to addressing the recommendations in the 2018 Abbott-Chapman review by developing opportunities for wildfire risk reduction on all land jurisdictions including Crown land, municipal land, private land and Indian Reserve land.

The B.C. Government recognizes the need to assist residential land owners with information and funding to conduct FireSmart activities on private land. The new Community Resiliency Investment (CRI) program is now funding increased FireSmart activities on private lands. Eligible activities include planning, local rebate programs and offsite vegetative debris disposal. The local rebate program allows local authorities to provide home owners with a rebate of up to \$500 for FireSmart activities such as vegetation removal or using FireSmart recommended building materials. Additionally, FireSmart assessments are an eligible cost.

In addition, the B.C. Government is funding FireSmart activities for provincial and local government owned critical infrastructure including emergency response centres, emergency communications towers etc.

The B.C. Government is committed to continuous improvement and looks forward to feedback on these initiatives as currently funded projects for residential areas are implemented.



### **B93 Community Resilience Investment Program – FireSmart Community Funding**

Whereas the Community Resilience Investment Program’s funding model for FireSmart related activities on private property is capped at \$100,000 per local government regardless of population or geographic area;

And whereas the funding model and funding eligibility requirements put geographically large regional districts at a notable disadvantage compared to local governments with significantly less wildfire interface areas:

Therefore be it resolved that the Province develop eligibility requirements for Community Resilience Investment Program funding, and a funding model, that are equitable and based on local government need.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The B.C. Government recognizes that different local governments have unique circumstances, needs and capacity to respond to wildfire risk. The Community Resiliency Investment (CRI) program has a number of eligible activities designed to support various local governments.

Funding is available for interagency cooperation, which aims to facilitate collaboration between multiple jurisdictions in order to develop local solutions to increase community resiliency to wildfire. For example, a regional FireSmart committee could be established to leverage funding, capacity between communities and ensure collaboration between local authorities, the provincial government and other partners and stakeholders.

In response to feedback from local governments and First Nations, the CRI program maximum has increased from \$100,000 to \$150,000. Applications that include fuel management on Provincial Crown land, primarily within administrative boundaries and including contiguous, logical treatment units that extend onto the Crown land base, may exceed the funding maximum (for fuel management activities only).

Funding requests from two or more eligible applicants for regional projects may be submitted as a single application for eligible, collaborative projects. In this case, the maximum funding available would be based on the number of eligible applicants included in the application. For example, a regional application with three partners could provide a number of cost efficiencies and maximize available funding to \$450,000.

The B.C. Government recognizes the need to assist residential land owners with information and funding to conduct FireSmart activities on private land. The new CRI program is now funding increased FireSmart activities on private lands. Eligible activities include planning, local rebate programs and offsite vegetative debris disposal. The local rebate program allows local authorities to provide home owners with a rebate of up to \$500 for FireSmart activities such as vegetation removal or using FireSmart recommended building materials. Additionally, FireSmart assessments are an eligible cost.

The Government of B.C. is taking further action by implementing provincial funding on Crown land in areas of higher wildfire risk near communities and is intended to complement community action. Together, these two funding streams will assist in increasing community resiliency to wildfire. Based on ongoing feedback the Government of B.C. is looking at ways to be more responsive to concerns that have been raised to ensure the CRI program is equitable and responsive to local government needs.

## **B94 Wildfire Smoke**

Whereas wildfire smoke is increasingly present in and around the Province of BC during the summer months;

And whereas wildfire smoke negatively impacts human health and the public's comfort and ability to enjoy the natural beauty of the Province of BC's parks and beaches, which has a negative impact to the economy of our Province:

Therefore be it resolved that the Province take a more proactive role in assessing risks associated with exposure to wildfire smoke and create decision making tools to assist communities in determining what measures should be taken to mitigate those risks.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Wildfire seasons in British Columbia have grown longer and more intense. Factors such as pronounced droughts, climate change and increased forest fuel accumulation have contributed to this change in wildfire frequency and intensity, causing an increase in smoke during our summer months.

BC Wildfire Service (BCWS) appreciates the threat that smoke from wildfires represents to our communities and to the health and well-being of our citizens. We make every effort to contain and extinguish unwanted fires as quickly, safely and effectively as possible. BCWS uses a variety of fuel management methods to improve public safety and reduce the risk of wildfire. These methods include hazard abatement, salvage harvesting and prescribed burns.

In addition, the updated Open Burning Smoke Control Regulation provides additional flexibility to allow for community wildfire risk reduction activities in both the high and medium smoke sensitivity zones.

## **B95 Access To Provincial Emergency Preparedness Funding For Independent Fire Services**

Whereas independent fire department, fire brigade and fire cache societies provide an invaluable service for the unincorporated communities in regional districts:

Therefore be it resolved that UBCM lobby the Province of British Columbia to change either its policy or legislative framework to ensure that independent fire, fire brigade or fire cache societies can apply directly to the Province for provincially administered emergency preparedness funding programs to support their training or capital requirements, similar to existing BC Gaming Grant programs.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes and appreciates the challenges that small municipalities and rural communities within regional districts face in delivering fire and rescue services, especially in some locations where fire protection is provided by other entities, such as Improvement Districts or societies. In these cases, the fire protection service level and the corresponding responsibilities/duties set by the authority having jurisdiction (AHJ) is largely determined by the resources and funding available to them.

Emergency Management BC (EMBC) and the Office of the Fire Commissioner (OFC) do not provide funds directly to fire departments for training, equipment, or capital purchases. However, EMBC, the OFC, and the BC Wildfire Service (BCWS) continue to work collaboratively with the Union of BC Municipalities (UBCM) and the Fire Chiefs' Association of BC (FCABC) on a variety of funding initiatives that can assist fire departments that require assistance.

BCWS currently provides funding for structural protection training courses for local authority fire departments and is working with the OFC to develop a long-term plan for provision of this training.

The FCABC is currently administering \$5 million in funding provided by the Canadian Red Cross to assist local authority fire departments. Funds will be distributed in 2019 in two phases: Phase 1 is targeted at fire departments in communities that were affected by the 2017 wildfires. In Phase 2, any remaining funds from this program will be made available to other departments across the province.

On May 10, 2019, the Province provided \$5 million to the UBCM Community Emergency Preparedness Fund (CEPF) to fund volunteer and composite fire departments across BC to facilitate the delivery of firefighter training and to purchase new or replacement equipment. Staff from the OFC and UBCM worked together to clarify that Eligible Applicants under the program are all local governments (municipalities and regional districts), First Nations (bands and Treaty First Nations), legally incorporated society-run fire departments that are in good standing, and improvement districts.

Please consult the following UBCM program page for the CEPF for updates on any future intakes under this funding stream: <https://www.ubcm.ca/EN/main/funding/lgps/community-emergency-preparedness-fund/volunteer-composite-fire-department-training-equipment.html>

## **B96 *Emergency Program Act* Amendment – Boating Restrictions During a Local State of Emergency – Flooding Events**

Whereas use of motorized watercraft during a flooding event can accelerate shoreline erosion and impact flood damage mitigation efforts;

And whereas local governments have no authority to impose temporary boating restrictions on waterways to reduce the flood damage risk to properties and critical infrastructure:

Therefore be it resolved that in order to support emergency response and damage mitigation efforts during freshet and other flood events, the Province be lobbied to amend the *Emergency Program Act* by including the authority for local governments to restrict and prohibit the use and/or speed of motorized watercraft when a state of local emergency has been declared.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The responsibility for regulating the operation of boats remains with the Federal Government and there is no mechanism for the Province through the *Emergency Program Act* (EPA) to consider the authority for local governments to restrict and prohibit the use and/or speed of motorized watercraft at any time.

The Province has engaged with Transport Canada and has confirmed that the powers of the EPA may be used to preclude the launch or access of boats to a watercourse in their jurisdiction. During an emergency, a local authority may identify a public risk to an enforcement agency and together may issue a Public Safety Notice identifying an area of concern to boat operations and advise boaters to avoid the area or to restrict their speed or activities.

The Province is available to work with Transport Canada to put in place more formal temporary restrictions when it is appropriate although a formal restriction will remain the decision of the federal government and ultimately be contingent on a federal agency that is able to enforce any restriction.

The Province released a discussion paper on October 28, 2019 that outlines proposed legislative changes to the *Emergency Program Act* (EPA). The three-month consultation was open until January 31, 2020 and local government, First Nation, interested organizations, and public input was encouraged. As part of engagement with the Federal Government, the Province will seek their input on whether there are any legislative authorities that could be explored to address motorized watercraft use during emergency events.

## **B97 Disaster Relief and Recovery Funding**

Whereas the Province has delegated responsibility for emergency and disaster recovery to local governments under Section 6 of the *Emergency Program Act*;

And whereas the Province's current policy of providing funding for disaster relief and recovery to organizations other than local governments is proving ineffective in meeting the needs of many British Columbians who require such assistance;

Therefore be it resolved that the Province work collaboratively with local governments to establish policy and best practices relating to the provision of disaster recovery assistance, and thereafter make all funding for this purpose available directly to local governments in support of their legislated responsibilities under the *Emergency Program Act*.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province is in the process of modernizing the *Emergency Program Act* (EPA). As part of the modernization, the Province will also consider regulation, policy and practices as they pertain to all elements of emergency preparedness, response, recovery and mitigation. It is anticipated this consideration will include the mechanisms by which the Province provides assistance to citizens following an emergency event.

The Province released a discussion paper on October 28, 2019 that outlines proposed legislative changes to the EPA. The three-month consultation was open until January 31, 2020 and local government, First Nation, interested organizations and public input was encouraged.

## **B98 Resourcing A Collaborative System of Data Sharing in BC**

Whereas natural disasters pose an increasing risk to the economic, social, and environmental well-being of British Columbians;

And whereas the provincial government is taking action to improve resilience by strengthening disaster preparedness and disaster risk governance in the context of climate change;

And whereas the sharing of integrated asset data, information, and knowledge across all sectors is key to improving emergency management and resiliency planning in BC;

Therefore be it resolved that the Province of British Columbia be urged to take a strong leadership role and provide long-term sufficient funding and resources to increase the coordination, assembly, and access of asset data, information, and knowledge across multiple levels and sectors of government and stakeholders (including First Nations, local governments, provincial and federal government agencies, qualified professionals, and industry sectors).

### **RESPONSE: Ministry of Citizens' Services, Ministry of Public Safety and Solicitor General, Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government is working with multiple levels and sectors of government and stakeholders (including First Nations, local governments, provincial and federal government agencies, qualified professionals, and industry sectors) to develop a strategy for sharing integrated assets data, information, and knowledge across all sectors to improve emergency management and resiliency planning in B.C.

Ministry staff are developing a framework for data commons, defining the governance structures as well as common principles to safely share data, while also planning the technology platforms that will be needed. An Emergency Management Common Operating Picture, an online mapping tool, has been developed to support emergency management activities including mitigation, preparedness, response and recovery. This tool is available to all local governments, First Nations and other partner agencies of Emergency Management BC, and work is underway to enhance the ability for other levels of government including local governments and First Nations, to be able to contribute data to the tool. Additionally, there is active work to increase the use of real-time data for decision making in wildfire response in the province.

On October 28, 2019, the Province released a discussion paper that outlines proposed legislative changes to modernize the *Emergency Program Act* (EPA). These changes include legislative obligations on the Province to provide greater data collection, housing and sharing to be available to all emergency management partners.

The following proposals in the discussion paper are designed to provide the data regime that is required to improve the emergency management system including:

- *Establish a legislative requirement for the Province to centrally house and provide transparent data on hazard, risk and vulnerability assessments, or mitigation planning documents which are conducted or prepared by other bodies (provincial ministries, Crown corporations and agencies; Local Authorities; and critical infrastructure operators).*
- *Require provincial ministries, Crown corporations and agencies, local authorities, and critical infrastructure owners/operators to register their emergency management plans with Emergency Management BC.*
- *Establish a provincial obligation to provide hazard data and coordinate with Local Authorities and First Nations as available and requested.*

The three-month consultation ended on January 31, 2020. The discussion paper is available online at <https://engage.gov.bc.ca/govtogetherbc/consultation/emergency-program-act-modernization>

## **B99 Evacuation Re-Entry Authorization Process and Document**

Whereas the Government of British Columbia enacted the Emergency Program Management Regulation under the authority of the *Emergency Program Act* in 1996, including amendments up to BC Reg. 200/98;

And whereas there is no standardized process or document provided by the Provincial Emergency Program for planning and authorizing re-entry into evacuated areas during emergencies to facilitate coordination and cooperation between local authorities, the government, government ministries, government corporations and government agencies:

Therefore be it resolved that the Province be requested to develop a process and standardized document for all local authorities and response agencies to utilize for authorizing re-entry into evacuated areas;

And be it further resolved that the Province be requested to incorporate the process and standardized document for authorizing re-entry into evacuated areas, into future training and education materials supported by Emergency Management BC.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Local authorities are the primary authority for allowing or denying persons to remain or enter into an area under an evacuation order, including temporary re-entry.

Although not mandatory or prescriptive, Emergency Management BC (EMBC) has developed guidelines for “*Managing Access to Areas under Evacuation Order*” that provide a standardized means for local authorities and First Nation communities to authorize the temporary re-entry into an area that is under an evacuation order. These guidelines were released in May 2019 and are available on the EMBC website.

The guidelines will be referenced in future EMBC training materials and their availability will be advertised to local authorities and First Nations. However, there is no intention to implement formal training as the adoption of the procedures remains at the discretion of individual authorities.

The Province is in the process of modernizing the *Emergency Program Act* (EPA) and released a discussion paper on October 28, 2019 that outlines proposed changes. The three-month consultation was open until January 31, 2020 and local governments, First Nation, interested organizations and public input was encouraged.



## **B100 Permitting Entry into an Evacuation Order Area**

Whereas wildfire events are increasing in frequency, intensity, and duration, and local governments and the BC Wildfire Service are required to implement an efficient, effective, and coordinated approach to address the demand for persons, equipment, and supplies requiring entry into an evacuation order area;

And whereas the BC Wildfire Service does not have a comprehensive permitting process to facilitate the entry of support personnel, equipment, and supplies into an evacuation order area, and the *Emergency Program Act* and British Columbia Emergency Management System do not address, recognize, or provide any direction regarding the permitting of residents, farmers, or persons working in coordination with the BC Wildfire Service to enter into an evacuation order area:

Therefore be it resolved that the Province work with local governments to develop a permitting system and associated policy, procedures, and best practices that facilitate the necessary entry of persons, equipment, and supplies into an evacuation order area;

And be it further resolved that the Province consider the need for legislation that addresses the risk management issues associated with allowing entry into an evacuation order area.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

BC Wildfire Service provides technical recommendations regarding evacuation alerts or orders to local authorities or First Nations based on life safety considerations. Evacuations are facilitated through the *Emergency Program Act* and fall under the mandate of Emergency Management BC (EMBC).

Drawing upon the lessons of 2017 and 2018, it was recognized that in certain circumstances, some individuals will need to enter evacuated areas on a temporary basis. EMBC worked with communities, provincial ministries and stakeholders to revise the *Evacuation Operational Guidelines* and to develop the *Managing Access to Areas Under Evacuation Order Guideline*.

First Nations and local authority communities have been recommended a standardized approach to allowing non-response-related temporary access to evacuated areas. It is not a requirement that local authorities and First Nations follow the recommendations provided, and each community will need to implement a process that works best for them.

These guidelines are posted to the EMBC website at <https://www2.gov.bc.ca/gov/content/safety/emergency-preparedness-response-recovery/local-emergency-programs/guidelines> under the broader heading “Evacuation Guidelines”.PDF copies were distributed to community emergency management contacts.

## **B101 Stay and Defend Policy**

Whereas wildfire events are increasing in frequency, intensity, and duration, and local governments and the BC Wildfire Service are increasingly required to deal with the issues created by residents who stay within an evacuation order area to defend their property and farmers who stay to look after livestock sheltering in place;

And whereas the *Emergency Program Act* and the British Columbia Emergency Management System do not address, recognize, or provide direction regarding the management of issues created by persons choosing to stay and defend their property from wildfire:

Therefore be it resolved that the Province work with local governments to develop policy and best practices regarding stay and defend issues with consideration given to formally recognizing a person's right to stay and defend their property from wildfire.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The overall issue of residents' reluctance to evacuate, and access to evacuated areas, represents a complex area of public policy that requires careful consideration. We understand that managing any evacuation is a difficult situation to manage for local governments and First Nations.

The Province is in the process of modernizing the *Emergency Program Act* (EPA) and released a discussion paper on October 28, 2019 that outlines proposed changes. The three-month consultation was open until January 31, 2020 and local governments, First Nation, interested organizations and public input was encouraged.

The Ministry welcomes further input and recommendations regarding how governments can protect the life-safety of residents, as well as those who provide emergency management services, while considering the importance of protecting the economic interests and livelihoods of our communities. Emergency Management BC (EMBC) staff are also available to discuss this issue with local government representatives.

One useful reference for local governments which is relevant to this issue are guidelines that were developed by EMBC entitled "*Managing Access to Areas under Evacuation Order*" that provide voluntary guidelines for local governments and First Nation communities to authorize the temporary re-entry into an area that is under an evacuation order. These guidelines were released in May 2019 and are available on the EMBC website.

## **B102 Consistency In Access To Emergency Social Services Resources**

Whereas during the 2017 wildfires, evacuees ended up in several different locations;

And whereas evacuees unfairly received varying degrees of Emergency Social Services supports depending on the location/provider/day, which caused confusion, additional stress and resentment:

Therefore be it resolved that UBCM urge the provincial government to consider taking take over management of Emergency Social Services during all Level III Provincial State of Emergencies where local capacity is unable to provide basic ESS services, and that the provincial government facilitate regional/provincial Level III ESS planning with local authorities and regional districts to ensure a consistent base allocation of support and resources to evacuees and that the Province modernize of the ESS registration process.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province, through Emergency Management BC (EMBC), provides standardized policies and guidance for the provision of Emergency Support Services (ESS) to evacuees. These standardized directives are used by our valued, dedicated ESS volunteers to provide the support and services to the specific needs of the individual evacuee. Not all evacuees receive the same level of support because they have differing needs.

Major fire seasons such as 2017 and 2018 present increased challenges to provide equitable ESS as differing host communities may not have the same accommodation capacity or range of services that may be offered to evacuees. This is often evident in cases where lack of commercial accommodation requires the implementation of group lodging. Larger communities may also be able to generously support evacuees with additional supports such as pet care, access to recreational activities and other services that may not be available elsewhere. While every effort is made to provide equitable support, local capacities may make this unachievable.

The Province has embarked on a project to modernize the ESS program. A key component is the implementation of a digital registration and management system that will aid in standardizing the supports provided. It will also aid the Province in facilitating communications with volunteers who provide the service and work to rectify any discrepancies where they occur.

### **B103 Insurance Practices During and After Disasters**

Whereas many property owners and small businesses were recently affected by floods and fires across British Columbia;

And whereas many of those property owners and small businesses were unable to get insurance coverage, were unable to access that coverage in a timely manner, or were denied insurance coverage from their insurance provider:

Therefore be it resolved that the Ministry of Finance review insurance practices in British Columbia to identify ways to insure property owners and small businesses during and after a disaster.

#### **RESPONSE: Ministry of Finance**

The wildfires and floods B.C. has experienced in recent years demonstrate the impact of climate change on our communities.

Government continues to engage with the private insurance industry to determine how in the face of climate challenge, British Columbians can continue to access affordable insurance coverage.

The best protection against potential negative impacts of wildfires and floods is prevention:

- Budget 2019 invested an additional \$111 million over three years to strengthen B.C.'s efforts to prevent and respond wildfires.
- Budget 2019 also invested \$13 million for forest reforestation in areas damaged by disease and wildfires.

Together, and through our CleanBC plan, we are addressing climate change by moving towards a low-carbon economy that protects our clean air, land and water.

## **B104 Disaster Financial Assistance**

Whereas many small business owners in rural British Columbia have many different household income sources;

And whereas small businesses form a critical part of rural communities because of the employment, taxes, and services they provide:

Therefore be it resolved the Province change the Disaster Financial Assistance program criteria relating to income requirements, eligibility, and insurance availability to better address the needs of rural British Columbia small business owners.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province is in the process of modernizing the *Emergency Program Act* (EPA). As part of the modernization, the Province will also consider regulation, policy and practices as they pertain to all elements of emergency preparedness, response, recovery and mitigation. It is anticipated this consideration will include the mechanisms by which the Province provides assistance to citizens following an emergency event.

The Province released a discussion paper on October 28, 2019 that outlines proposed legislative changes to the EPA. The three-month consultation was open until January 31, 2020 and local governments, First Nations, interested organizations and public input was encouraged.

The Province will also specifically assess the Compensation and Disaster Financial Assistance Regulation in the context of the overall direction of the modernized legislation. This assessment is expected to include a review of the Disaster Financial Assistance criteria relating to income requirements, eligibility, and insurance availability to better address the needs of rural British Columbia small business owners.

In addition to seeking input into the development of the discussion paper, the Province is committed to ongoing engagement with the Union of BC Municipalities and local governments in the development of both legislation and regulations.

## **B105 Roles and Responsibilities for Emergency and Disaster Mitigation in BC**

Whereas the Government of British Columbia passed the *Emergency Program Act* in 1996;

And whereas the Act requires local authorities, ministries, Crown corporations, and government agencies to develop plans and programs to prepare and respond to emergencies and disasters in the province;

And whereas there is no acknowledgment of who is responsible to develop a proactive program to mitigate emergencies and disasters in the province:

Therefore be it resolved that the Province be requested to add mitigation to its Emergency Management BC mandate.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes the importance of mitigation to reduce the likelihood and impact of hazards to communities across British Columbia. In October 2018, British Columbia became the first Canadian province to adopt the United Nations (UN) Sendai Framework for Disaster Risk Reduction with priorities for action including understanding disaster risk and investing in disaster risk reduction.

Emergency Management BC (EMBC) does have a disaster mitigation program that administers mitigation funding programs such as the National Disaster Mitigation Program and the Community Emergency Preparedness Fund in partnership with the Union of BC Municipalities. Through this program, EMBC has funded 194 mitigation projects totaling over \$167 million since 2016.

The Province is in the process of modernizing the *Emergency Program Act* (EPA) and released a discussion paper on October 28, 2019 that outlines proposed changes. The three-month consultation was open until January 31, 2020 and local governments, First Nations, interested organizations and public input was encouraged. The proposed new legislation, expected to be tabled in the Fall 2020 legislative session, will address all four pillars of emergency management (mitigation, preparedness, response and recovery) and will emphasize an all-of-society approach to address risk and enhance resilience in all communities.

## **B106 Disaster Response**

Whereas many areas across the Province have suffered through a range of natural disasters that require the resources and response from all levels of government;

And whereas some natural disasters, such as flooding, can be reasonably predicted in advance of the actual disaster, and municipalities require Provincial and Federal approvals to mitigate potential impact:

Therefore be it resolved that UBCM approach the Province of BC to ensure sufficient Provincial staff are in place to administer necessary permitting processes, and to work with local jurisdictions such that imminent disasters are mitigated in advance of potential loss of life and serious destruction of private and public property.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

The Province recognizes the importance of mitigation to reduce the likelihood and impact of hazards to communities across British Columbia.

Provincial staff are dedicated to adjudicating provincial permitting processes in as timely a fashion as practicable. During a declared flood emergency, a municipality or regional district can install emergency-related erosion protection or flood protection works prior to receiving provincial authorizations, subject to the provisions in the legislation including notifications. If no flood emergency has been declared, provincial staff will reach regulatory decisions within prescribed or operational target timelines after an application has been received.

Local authorities are encouraged to prepare early and engage qualified professionals and permitting agencies to understand all regulatory requirements under both normal conditions and during flood emergencies.

The Province is in the process of modernizing the *Emergency Program Act* (EPA) and released a discussion paper on October 28, 2019 that outlines proposed changes. The three-month consultation was open until January 31, 2020 and local governments, First Nations, interested organizations and public input was encouraged. The proposed new legislation expected to be tabled in the Fall 2020 legislative session will address all four pillars of emergency management (mitigation, preparedness, response and recovery) and will emphasize an all-of-society approach to address risk and enhance resilience in all communities.

## **B108 Youth Voting in Local Government Elections**

Whereas youth have a strong interest in the future of local communities;

And whereas empowering young people to participate in democratic processes fosters ongoing and active civic participation:

Therefore be it resolved that the Province of British Columbia revise the voting age for local government elections to 16 years of age.

### **REPONSE: Ministry of Municipal Affairs and Housing**

Government is interested in encouraging active civic engagement among all British Columbians.

Traditionally, the voting age in local and provincial elections have been the same and requires voters to be 18 years of age at the time of voting; this ensures both consistency and helps to minimize public confusion in relation to voting.

Lowering the voting age for local elections would require careful consideration and analysis including considering matters such as exploring reasons of age requirements on voter eligibility, ease of administration and the implications of a divergence in the voting age for federal, provincial and local elections. Issues such as the adoption of provincial voters lists for local elections and voter identification requirements would also need to be considered.

Currently, no Canadian jurisdiction permits youth to vote in regular elections. Several jurisdictions worldwide, including Austria, Argentina, and Scotland, have lowered the voting age to 16. Future work will include reviewing the experiences of these and other jurisdictions.



## **B109 Fresh Voices #LostVotes Campaign**

Whereas the Province of British Columbia has the governing authority to implement electoral legislative changes including allowing for Permanent Residents to vote in municipal elections; and

And whereas more than 45 countries have granted Permanent Residents some form of voting rights — including seven jurisdictions in the US and 25 European Union countries; and 11 municipalities in Canada are working toward extending local election voting rights to Permanent Residents:

Therefore be it resolved that UBCM request the Province of British Columbia make the necessary changes to allow Permanent Residents to vote in local government elections in British Columbia.

### **RESPONSE: Ministry of Municipal Affairs & Housing**

Government encourages participation in local government processes to support healthy and engaged communities. While there may be some support for enfranchising permanent residents at the local level, there are also many strong opinions regarding voter eligibility as a fundamental democratic right of citizenship.

Permanent residents are not eligible to vote in British Columbia provincial elections or in Canadian federal elections. The Local Government Act and Vancouver Charter mirror the voter eligibility requirements at the federal and provincial level and provide that only Canadian citizens may vote in local elections.

Voter eligibility is consistent across B.C. Any change to voter eligibility in local elections would require careful consideration and a thorough analysis of the legal and constitutional implications of any proposed changes. This work would also likely involve consultation at both the federal and provincial levels of government as well as the Union of British Columbia Municipalities.

## **B114 Increase Transportation Assistance for Low-Income Individuals**

Whereas British Columbians receiving Income Assistance continue to struggle to meet their basic needs, despite recent needed increases to monthly rates, leaving little funds available for transportation, including transit;

And whereas the monthly \$52 'transportation allowance' that British Columbians are issued as Disability Assistance, is not sufficient to off-set the costs associated with purchasing a monthly transit pass in most regions;

And whereas access to transit is vital to many individuals in accessing health care, seeking employment, and contributing to the community:

Therefore be it resolved that UBCM call upon the Provincial government to investigate avenues of providing free or further subsidized transit passes, regardless of region, to those British Columbians receiving Income or Disability Assistance.

### **RESPONSE: Ministry of Social Development and Poverty Reduction**

It is important to note that resolution B114 does not accurately reflect the current transportation supplement or BC Bus Pass Program for recipients of disability assistance. Starting in January 2018, the Ministry implemented a new transportation supplement for people receiving Persons with Disabilities (PWD) assistance. This ensures that people receiving disability assistance can choose either a transit pass or the transportation supplement of \$52 per month.

If an individual chooses to receive a monthly transit pass, the cost for this pass is covered in full by the program. Individuals who obtain transit passes through the program do not pay any amount out-of-pocket. Alternatively, if an individual does not wish to receive a transit pass, or lives in areas where no transit is available, they can opt to receive the \$52 supplement instead.

The Ministry's BC Bus Pass Program provides approximately 100,000 transit passes to people receiving disability assistance, and low-income seniors. The transit pass for seniors is administered differently. Seniors pay a \$45 annual administration fee for their transit pass, and as they are not otherwise receiving assistance from the ministry, do not have the option of receiving the \$52 supplement instead.

For people receiving income assistance or disability assistance, the Ministry provides employment-related transportation supports. A confirmed job supplement may be provided to purchase essential transportation and work-related items, and WorkBC Employment Centres can provide transportation supports to help attend job interviews, participate in WorkBC Employment Services, or to start a new job.

During public consultations for *TogetherBC*, the Province's first poverty reduction strategy, the Ministry heard that people who are struggling to meet their basic needs face difficulties in accessing safe and reliable transportation, and that transportation is often one the first costs cut in households living in poverty.

Government recognized a gap in *TogetherBC* with respect to transportation supports. To address issues like this one, the Minister of Social Development and Poverty Reduction, announced in September 2019 a \$5 million grant to UBCM for the Poverty Reduction Planning and Action Program.

Through this program, local governments can apply to UBCM for funds for short-term projects intended to reduce poverty at a local level, such as pilot projects offering low-income transit passes.

The Province will continue to work across ministries and with other levels of government to address this issue and to make life more affordable for all British Columbians.

## **B115 Traffic Calming**

Whereas regional district efforts to build more complete, compact communities within electoral areas have increased pedestrians and cyclists on roads in areas designated for growth;

And whereas the safety of pedestrians and cyclists on roads in rural areas designated for growth would be enhanced with traffic calming measures designed to reduce vehicle speeds and prioritize non-motorized traffic:

Therefore be it resolved that the Provincial Ministry of Transportation and Infrastructure develop new criteria and standards for traffic calming in areas designated for growth in Electoral Areas.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is committed to improving our transportation networks to connect British Columbians and is focused on working in partnerships with communities to improve province-wide walking, cycling and other active networks.

The Ministry partnered with the Transportation Association of Canada (TAC) to develop the Canadian Traffic Calming Guide which was released in February 2018.

In summer 2019, the Ministry released the *Active Transportation Design Guide* to transform the way we get around. This guide is a detailed planning and engineering reference that provides practical guidance for active transportation infrastructure for jurisdictions of all sizes throughout the province. The guide builds on international best practices and references The Canadian Guide to Traffic Calming. The Ministry encourages local and regional government agencies to review the Active Transportation Design Guide and provide feedback on its contents.

The guide can be found here: <https://www2.gov.bc.ca/gov/content/transportation/funding-engagement-permits/funding-grants/active-transportation-infrastructure-funding/forms-resources/active-transportation-design-guide>

## **B116 Traffic Control and Enforcement on Rural Roads**

Whereas the Province and the RCMP have limited resources to regulate and enforce traffic regulations on Provincial roads in rural areas;

And whereas the lack of visible presence and consistent enforcement of traffic regulations by the RCMP results in unchecked speeding, reckless driving, illegal parking and other unsafe conditions on rural roads:

Therefore be it resolved that the Province of British Columbia increase resources for regulation and enforcement of traffic regulations on rural roads.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Government is aware of the pressures on front-line provincial policing in rural/unincorporated areas and small municipalities. The Province will be providing funding to the RCMP to acquire additional cadets which will be allocated to the BC RCMP Provincial Police Service to augment front-line resourcing. These resources will be allocated to the highest risk, greatest need provincial detachments. It is the Province's expectation that RCMP detachment commanders consult with local governments in setting their policing priorities, such as traffic enforcement.

The RCMP Provincial Service also maintains provincial traffic services and highway patrol resources across the province, providing specialized traffic enforcement and collision investigation services throughout provincial policing areas in British Columbia.

In addition, the Province provides approximately \$30 million annually in additional funding to police in British Columbia in support of enhanced traffic enforcement delivered through Integrated Road Safety Units and other enhanced enforcement initiatives, such as CounterAttack, dedicated over time. These resources and initiatives provide valuable enhanced enforcement in rural areas.

## **B117 Safety of First Responders Attending a Roadside Accident**

Whereas many of the highway accident scenes in unincorporated areas in BC are supported by volunteer first responders who may have limited resources to attend to the accident scene including caring for accident victims while also having to control traffic passing through the accident scene;

And whereas these first responders and accident victims are regularly put at unnecessary risk by careless drivers who do not focus on their driving and/or do not lower their vehicle speed to a reasonable rate while moving through an accident scene:

Therefore be it resolved that UBCM request that the Province consider amending the motor vehicle legislation so that the maximum speed limit for motor vehicles driving through a highway accident scene on a highway is 30 kph.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is committed to keeping our first responders safe while attending accident scenes.

In 2015, the Ministry of Transportation and Infrastructure updated the *Motor Vehicle Act* to improve safety for all roadside workers. Motorists are required to Slow Down and Move Over, for all vehicles stopped alongside the road, which have flashing red, blue or yellow lights. Where the speed limit is 80 km/h or higher, drivers must slow to 70 km/h, if they approach a vehicle stopped at the roadside with its lights flashing, Where the limit is below 80 km/h, drivers must reduce their speed to 40 km/h.

In addition, when our maintenance contractors are called out to a scene, they are required to attend and provide traffic control during emergency events as outlined in our Traffic Management Manual and WorkSafe BC regulations. This is in accordance with the Inter-Agency Motor Vehicle Response Strategic Protocol. The maintenance contractors can reduce speeds if warranted.

The Ministry is not considering changes to the *Motor Vehicle Act* at this time.

### **B118 Support Transformational Improvements to Regional BC Transit**

Whereas the transportation sector is the second-largest contributor of GHG, some of the largest reductions in GHGs are possible through facilitating a mode shift to low carbon mobility options, such as increased ridership of emissions-free transit;

And whereas transforming regional public transit could drastically increase mode-shift to clean public transit system:

Therefore be it resolved that the Province of British Columbia and BC Transit take immediate actions to support and provide funding for transformational improvements to regional BC transit infrastructure to promote and enable rapid mode shift to transit, including transitioning the BC Transit fleet to zero emissions as early in the 2020s as possible.

#### **RESPONSE: Ministry of Transportation and Infrastructure**

Government is committed to improving public transit in B.C. A strong public transit system reduces greenhouse gas emissions by providing an affordable alternative to auto travel. Encouraging more British Columbians to shift their travel from autos to transit produces lower carbon emissions per person-trip. Public transit also takes more car trips off the road, reducing traffic congestion, and supports the development of more compact liveable communities.

Together with federal and local governments, B.C. is investing in public transit infrastructure in communities across the province. In the next 10 years, more than \$8 billion will be invested under the Public Transit Infrastructure Fund and the Investing in Canada Infrastructure Program to improve the capacity, accessibility and safety of transit systems. This includes SkyTrain extensions upgrades and new SkyTrain cars in Metro Vancouver, and new buses, passenger exchanges, and bus shelters across the rest of the province.

Ministry staff and BC Transit are undertaking work on the transition to low emission fleet. In March 2019, in response to direction from the Province, BC Transit released its Low Carbon Fleet Program which identifies a pathway for replacing BC Transit's bus fleet over the next decade with lower and zero emission vehicles to meet CleanBC targets.

BC Transit plans to start buying only electric heavy-duty buses in 2023, with a target of creating a fully electric fleet by 2040. In July 2019, the Government of Canada, the Province and BC Transit announced the purchase of the first 10 battery electric buses for deployment in 2021. BC Transit is also introducing new CNG buses and fueling infrastructure to Victoria and the Central Fraser Valley to reduce emissions.

## **B119 BC Ferries Foot Passenger Service**

Whereas passenger traffic levels on BC Ferries in 2018 were the highest experienced in the past 20 years and the trend for growth is forecast to continue;

And whereas the provincial Climate Change Accountability Act and CleanBC Plan include commitments for collaboration with all sectors to prepare for and adapt to climate change as well as support the growth of low carbon economies in communities throughout British Columbia;

And whereas BC Ferries' Business Plan commits to meeting changing and evolving customer travel needs and growing and diversifying their revenue base, including exploring the provision of a passenger-only service:

Therefore be it resolved that UBCM urge the provincial government to work with BC Ferries to explore expanding their mandate to include dedicated foot passenger ferry service that would meet the forecasted growth in passenger traffic levels, while supporting a low carbon option that may lessen the demand for car ferry service, and encourage the use of public transit and alternative means of transportation where possible.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government recognizes the coastal ferry system needs to adapt to the changing needs of coastal communities. As recommended by Blair Redlin, who conducted a review of the coastal ferry service, the Provincial Government is developing a long-term vision for ferry service.

This vision will guide decisions around the best ways to deliver coastal ferry services to the people who rely on them. We encourage all British Columbians to participate in the public engagement process that will be launched in the new year to help guide the development of the vision for coastal ferry service.

The visioning process will be able to identify what improvements could be made over the long term and how ferry services can be better integrated with the existing transportation network. The visioning process may include exploring additional ways of connecting coastal communities, such as:

- supplementing current services with passenger-only ferries;
- expanding transportation choices; and
- innovations to reduce greenhouse gas emissions such as electric ferries.



## **B120 BC Rail Properties**

Whereas BCR Properties Ltd. owns surplus lands not required for railway and port operations and has a mandate to dispose of those lands at the highest price attainable;

And whereas for many local governments, these lands can represent critical opportunities relating to diverse social, recreational, economic, environmental and infrastructure needs and purposes:

Therefore be it resolved that the Ministry of Transportation and Infrastructure review and amend the mandate of BCR Properties Ltd. such that it be directed to dispose of its surplus lands with consideration to local government land needs for critical infrastructure, environmental needs, community recreation and economic development, as well as for social needs such as affordable housing lands at significantly less than fair market value prices.

### **RESPONSE: Ministry of Transportation and Infrastructure**

Government values partnership with local governments to develop social, recreational, economic, environmental and infrastructure opportunities on public, surplus lands.

BC Railway Company (BCR)'s mandate, as a subsidiary of the Ministry, is to acquire and hold railway corridor and strategic port lands on behalf of the Province and make related infrastructure investments to provide benefits for the people of British Columbia.

Through their subsidiary company, BCR Properties Ltd., BCR is also mandated to sell surplus properties commercially, at market rate.

Ministry staff regularly assess BCR Properties' surplus sales mandate and remaining properties in the program in consultation with BCR and BCR Properties.

## **B121 Off-Road Vehicle (ORV) Management Framework**

Whereas *the Off-Road Vehicle (ORV) Act* was intended to create safe and more convenient incidental access to public roads and highways to better connect BC's rural communities and support a first-rate ORV trail network, and to allow local governments to expand their trail networks to take advantage of economic development opportunities by way of tourism;

And whereas the current administrative process to obtain Operation Permits as permitted under the ORV Act is onerous and not conducive to convenient incidental access to trail networks connecting multiple communities as a separate operation permit must be obtained from each jurisdiction:

Therefore be it resolved that the following changes to legislation are made:

- Only one (1) Operation Permit required for approved access to multiple jurisdictions and/or communities along a connecting designated ORV route and trail network issued in any of the jurisdictions or communities along the route.
- Operation Permits can be issued by any local RCMP or local government along a designated route.
- Operation Permit term extended from 2 years to 5 years to align with the driver's licence term.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The ORV Management Framework promotes the safe and responsible use of Off-Road Vehicles (ORV) on Crown land (including resource roads) under the *Off-Road Vehicle (ORV) Act* and provides more convenient incidental access to highways by ORV's to promote tourism. Changes to highway laws have involved amendments to the *Motor Vehicle Act Regulations* (MVAR), Division 24.

The Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) is currently seeking support from other ministries responsible for the *Motor Vehicle Act*, the Insurance Corporation of BC (ICBC) and policing services in order to further amend the *MVAR, Division 24*; specifically, to address the following two highway ORV access scenarios (which require different ICBC Basic Insurance products):

1. Improve incidental access to highways for Crown land trail systems by further simplifying the process for police-issued operation permit as described in UBCM's resolution;

and

2. Seeking support for ICBC to develop a new Basic Insurance product to support increased access to municipal streets by ORV's; this would require select rural communities to be designated pilot projects, similar to golf carts on roads in Chase.

UBCM is encouraged to continue to liaise with FLNRORD ministry staff responsible for the ORV framework. UBCM's ORV Local Government Working Group has been re-engaged to ensure a common approach when engaging the Province. FLNRORD is pleased to hear that this group includes participation from rural communities impacted by the downturn in forestry and who are seeking to expand their local economy by promoting ORV tourism.

## **B122 Modernization of Utility Taxation**

Whereas Section 644(2) of the *Local Government Act* is intended to define the requirements of a 1 per cent annual tax on utilities carrying on business in a municipality;

And whereas utility company services have expanded beyond electrical light, electric power, telephone, water, gas or television services to include Internet and cellular services:

Therefore be it resolved that the Province initiates the modernization of Section 644(2) of the *Local Government Act* to include Internet and cellular services.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Over the last decade, the Province has examined this issue on a case-by-case basis when individual municipalities have brought it to Government's attention. In most cases, the Province determined that the revenue generated from the 1% Utility Tax was greater than the potential revenue generated from a property tax on a utility's linear assets located within the municipality. Thus, the Province is not currently not considering legislative changes to taxation of linear assets.

## **B124 Property Taxation**

Whereas Section 193 of the *Community Charter* restricts a municipality from imposing fees or taxes except as expressly authorized under the *Community Charter* or another Act;

And whereas urban sprawl creates higher infrastructure costs, transportation costs, and other expenses borne by society;

And whereas municipalities attempt to control urban sprawl whilst encouraging healthier lifestyles and alternative modes of transportation:

Therefore be it resolved that the provincial government amend the *Community Charter* to allow municipalities to adjust their property tax rates by setting density brackets in their jurisdiction, to use at their discretion, as an incentive to reduce urban sprawl and as a method of assigning infrastructure and maintenance costs more accurately amongst end users.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The property tax system in British Columbia is based on balancing the various principles of good policy including: equity, certainty, simplicity, and efficiency of tax administration. To best achieve this balance, the Province sets the different property tax classes based solely on the use of property (e.g. Residential, Business, Major Industry, and Utilities).

Setting property classes based on density would add significant levels of complexity to the existing assessment and taxation system, which would negatively impact the certainty, simplicity, and efficiency of the current tax system.

The current property assessment system indirectly addresses density as most low-density properties (like single-detached dwellings and acreages) have a significantly higher taxable assessment than higher-density properties (like townhouses and condominiums).

As the Province must balance the equity of the tax system with its operational simplicity and efficiency, the Ministry is not currently prepared to consider legislative changes allowing differing tax rates based on density.

Local governments already have significant control of local taxation and of future density through their planning, zoning, and development financing tools including density bonusing.

## **B125 Stand-By Pay for Key Emergency Personnel**

Whereas the Provincial Government of British Columbia has ceased to reimburse local governments for their expenditures of stand-by pay for key emergency staff during peak freshet and wildfire hazard seasons in 2018;

And whereas the Regional District of East Kootenay has observed an upsurge in the requirement of this service due to environmental circumstances, including climate change;

And whereas the Regional District of East Kootenay views the elimination of this funding by the Provincial Government of British Columbia as a downloading of provincial responsibilities to local governments;

And whereas the District of Sparwood is now required to pay a portion of that service cost to the Regional District of East Kootenay for participation in the Elk Valley and South Country Emergency Program to cover the cost of this service previously reimbursement by the Provincial Government of British Columbia to the Regional District of East Kootenay:

Therefore be it resolved that UBCM request that the Provincial Government of British Columbia restore standby pay during freshet and wildfire seasons as an eligible expense for reimbursement to local governments.

### **RESPONSE: Ministry of Public Safety and Solicitor General**

Costs for personnel on stand-by during “heightened risk periods” have never been an eligible cost under Emergency Management BC guidelines. Eligibility for reimbursement is related to an incident occurring and not in anticipation that one may potentially occur. As specified in the *Emergency Program Act* (EPA), local governments are required to have an emergency plan in place that can be enacted on order without delay. This includes identifying the appropriate staff that can respond when needed.

The Province believes that the reimbursement of costs associated with placing personnel on stand-by during a heightened period of risk has only been authorized for the Regional District of East Kootenay. It has not been authorized elsewhere in the province and therefore there has not been an elimination of funding but an alignment to the same level of support provided to other jurisdictions.

Once an incident has occurred and a task number issued, there can be some discretion to maintain a minimum number of Emergency Operations Centre (EOC) personnel on stand-by outside of regular hours for on-going incident management. This would be viewed as an incremental cost associated with the management of the incident and considered prudent to lessen the costs and stresses in unnecessarily maintaining extended EOC hours of operation.

The Province is in the process of modernizing the *Emergency Program Act* (EPA) and released a discussion paper on October 28, 2019 that outlines proposed changes. The three-month consultation was open until January 31, 2020 and local governments, First Nations, interested organizations and public input was encouraged.

## **B126 Gas Tax Funding For Volunteer Or Paid On-Call Fire Departments**

Whereas volunteer or paid on-call fire departments provide emergency firefighting response services to rural communities throughout British Columbia while struggling to meet the increasing costs driven by expanded regulations to meet provincial, federal and insurance requirements;

And whereas the Province of British Columbia does not contribute directly to the delivery of emergency firefighting response services by volunteer fire departments resulting in service delivery challenges for fire departments in rural communities where costs are attributable to the citizens of that area:

Therefore be it resolved that UBCM request the Province of British Columbia to utilize gas tax funding for volunteer or paid on-call fire departments to assist with annual operating costs associated with purchase and maintenance of capital infrastructure and equipment, training, and the administration of the emergency firefighting response services.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Province of British Columbia is committed to advocate on behalf of UBCM and B.C. local governments that, in addition to disaster mitigation, emergency response be an eligible category for local government projects under the Renewed Gas Tax Agreement.

During the midterm review of the Renewed Gas Tax Agreement (2014 – 2024) provincial officials requested the expansion of the existing disaster mitigation category to include capital equipment for emergency response. Though unsuccessful, the province will continue to raise this issue at future opportunities with federal counterparts.

Operations and maintenance costs are not eligible under Gas Tax Fund or other senior government infrastructure funding programs. The provision of direct funding for operations and maintenance would not support local government in achieving sustainable service delivery.

Although local governments are not eligible to receive Community Gaming Grants, not-for-profit organizations delivering emergency services to communities may be eligible to apply for funding through the Public Safety Sector or the Capital Projects Sector of the Community Gaming Grants Program.

## **B127 Collection of Unpaid Bylaw Fines**

Whereas municipalities lose a significant amount of non-tax revenue annually because of unpaid bylaw fines;

And whereas non-tax revenue sources such as a bylaw fines help offset costs to municipal services and reduce the property tax burden on residents.

And whereas the current methods available to Municipalities for the collection of bylaw fines are slow, expensive and labor intensive;

And whereas the collection of bylaw fines with the cooperation of the Province and the Insurance Corporation of BC will ensure prompt payment of any unpaid bylaw fines:

Therefore be it resolved that UBCM request that the Province and the Insurance Corporation of BC collect outstanding bylaw fines on behalf of municipalities at the time of auto insurance and/or driver's licence renewal.

### **RESPONSE: Ministry of Attorney General**

The Government of B.C. appreciates the importance of having an effective system to collect unpaid by-law contravention fines.

At this time, there are no plans to have ICBC collect municipal bylaw fines. ICBC has recently undergone extensive rate design and product changes and does not have the capacity to consider this request at this time. ICBC could face increased costs, and operational challenges if government were to direct the corporation to collect municipal bylaw fines, which would also require legislative changes and significant system costs necessary to link all municipalities with provincial ticket and court systems.

ICBC will continue to support municipalities in the collection of parking violations by providing registered owner information to the municipality to support municipalities with fine and penalty revenues that flow back to the municipality.

## **B128 Expanded Asset Class Investments Under Prudent Investor Rules**

Whereas financial investments form a critical part of the activities of a municipality, providing a source of revenues for capital expenditures and to offset cash flow fluctuations;

And whereas allowable investment parameters as laid out in the *Community Charter* is considered a "prescribed" set of legislated guidelines;

And whereas the Provinces of Alberta and Ontario have implemented a wider scope for local government investment, which responds to the needs of local governments of all sizes:

Therefore be it resolved that UBCM request the Ministry of Municipal Affairs and Housing to amend the Community Charter to provide municipalities with the ability to obtain improved returns through asset class diversification, which in return can reduce tax implications and funding costs associated with capital funding, while also reducing investment risk.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

Local governments are responsible for public money (from taxpayers, developers, and others) for provision of core services and upkeep of critical infrastructure. As such, preservation and protection of financial capital is the foremost objective of provincial legislation governing local government investments. Accordingly, the current legislation limits investment risk and guides local governments toward high-quality, secure investments that will contribute to the fundamental goal of capital preservation while allowing a reasonable rate of return.

Under the current provisions, all local governments, regardless of size and capacity, have access to a prescribed list of allowable investments including the Municipal Finance Authority's (MFA's) pooled investment funds.

As the Province's primary objective regarding local government investments is to ensure protection of capital through low-risk instruments, the Ministry is not currently prepared to expand the allowable investment provisions.



## **B129 Transparency and Legislative Reform of Beneficial Ownership of Land and Corporations**

Whereas the provincial Ministry of Finance has not proposed legislation around the establishment of a publicly searchable registry around beneficial ownership of corporations;

And whereas the federal Minister of Finance has not proposed legislation for a public registry of beneficial ownership of land or corporations:

Therefore be it resolved that the UBCM call on the provincial Minister of Finance to propose both a new provincial publicly searchable registry of corporate beneficial ownership and advocate to the federal Minister of Finance to create a new national public registry around beneficial ownership of corporations and land.

### **RESPONSE: Ministry of Finance**

Government has heard from British Columbians, experts and municipalities that they want the government to end hidden ownership, and to accomplish this, Government has done the following:

- Implementing a publicly accessible registry on beneficial ownership in real estate. It will be the first-of-its kind in Canada, and the Expert Panel cites it as the single most important action that we can take to combat money laundering in real estate.
- Requiring B.C. private businesses to hold accurate and up-to-date information about the true owners of their companies within their records offices.
- Launching a public inquiry into money laundering.

Government is not waiting for the outcomes of the inquiry – we are pushing ahead by also working with our federal, provincial and territorial partners on the creation of a national public registry on beneficial ownership of corporations. This is about ending hidden ownership and eliminating the impact of illegal money on our sustainable economy and communities.

### **B130 Improvement District Governance Policy**

Whereas many improvement districts are wrestling with increased costs for replacing and improving water infrastructure, and in finding adequate sources of funding;

And whereas the residents of improvement districts contribute tax monies to the provincial and federal governments:

Therefore be it resolved that UBCM work with the Province and the Ministry of Municipal Affairs and Housing to change the Improvement District Governance Policy to allow citizens residing in improvement districts equal access to provincial and federal infrastructure grant monies.

#### **RESPONSE: Ministry of Municipal Affairs and Housing**

As improvement districts are encouraged to voluntarily transfer their services to regional districts or municipalities, the Ministry of Municipal Affairs and Housing is focused on supporting the role of regional districts as the primary local government for rural areas.

Improvement districts are currently eligible for the Infrastructure Planning Grant Program (IPGP) if sponsored by the regional district or municipality when undertaking planning activities that result in outcomes that inform a potential conversion to a local government service. The IPGP does not contain a requirement to convert.

Improvement districts are currently eligible for capital funding where the improvement district is undergoing conversion to a regional district service area or municipal service. The infrastructure funding is used to defray the capital cost required to bring the service up to current standards. This policy is based on voluntary conversions. Thus, improvement districts that have the resources to operate and meet regulations can continue to function as is.

### **B131 Lottery Revenue Distribution**

Whereas the Province of British Columbia received 1.4 billion dollars in 2018 from net gaming revenue, earned from lotteries, casinos and online gambling;

And whereas the vast majority of local governments do not receive any share of the net gambling revenue realized from their local populations:

Therefore be it resolved that the UBCM request the Province of British Columbia distribute to all BC local governments a 10 per cent share of the net gambling revenue earned from lotteries and online gambling to all local governments on the basis of population.

#### **RESPONSE: Ministry of Attorney General**

Every year, commercial gambling generates revenue that the Government of B.C. invests in key services across the province, including health care and education, and a wide array of organizations representing arts and culture groups, sport, environment, public safety, human and social services, and parent advisory councils that make life better for British Columbians.

The BC Lottery Corporation generated \$1.4 billion in 2018/19. Of that, \$983 million went to the province's consolidated revenue fund which directly supports government projects and initiatives across B.C. An additional \$147.2 million went to the Health Special Account to assist in funding Ministry of Health initiatives throughout the province.

In 2017/18, the Province increased the annual funding allotment to the community gaming grants program from \$135 million to \$140 million. This funding is available to community groups anywhere in B.C. for eligible programs.

Each year, local governments in B.C. that host a gaming facility receive a share of net gaming income generated by those facilities. In 2018/19, 32 host local governments across B.C. received \$98.5 million to fund local projects and initiatives. Host local governments can use the revenue for any purpose that benefits the local community and must report annually to the Province on the expenditure of these funds. Revenue sharing is set out in signed contracts between the Province and host local governments.

At this time, Government is not considering a change in the distribution of net revenue.

## **B138 Subsidies to Fossil Fuel Companies**

Whereas the Federal government recently released a scientific report that reveals that Canada is warming at twice the global rate, the Provincial government recently approved a \$5.35-billion package of tax incentives for a \$40-billion LNG Canada megaproject, supported by \$1.275 billion from the Federal government, and, according to a 2015 report by the International Monetary Fund, the annual Federal government subsidy to the fossil fuel industry is \$46 billion;

And whereas the funding formula for local governments has changed little since 1867 with local governments receiving roughly 8 cents of every tax dollar leaving them unprepared for the emerging and significant costs of mitigation and adaption to climate change:

Therefore be it resolved that UBCM call on the Provincial government to end all subsidies to fossil fuel companies and to invest the money instead in climate change mitigation and adaptation activities being undertaken by local governments in a predictable and regularized funding formula;

And be it further resolved that the UBCM through the FCM call on the Federal government to end all subsidies to fossil fuel companies and to invest the money instead in climate change mitigation and adaptation activities being undertaken by local governments in a predictable and regularized funding formula.

### **RESPONSE: Ministry of Energy, Mines and Petroleum Resources**

The Government of British Columbia is actively supporting local governments to address climate change through initiatives under CleanBC.

The CleanBC Communities Fund supports cost-sharing of infrastructure projects in communities across the province. These projects will focus on the management of renewable energy, access to clean-energy transportation, improved energy efficiency of buildings and the generation of clean energy. In 2019, both the Federal and Provincial governments committed up to \$63 million in funding for projects under this program.

CleanBC outlines the British Columbia's strategy to shift away from fossil fuels and towards clean and renewable energy and at the same time foster jobs and economic growth.

The British Columbia Government does not provide subsidies to the fossil fuel industry. Royalty credit programs are used to encourage oil and gas investment in all jurisdictions and are mechanisms to recognize the additional cost associated with expensive resource development in remote and uncertain areas by receiving a reduced share on the Crown's production.

The British Columbia Government is encouraging investment in LNG without giving subsidies or imposing significant costs on future generations. In March 2018, the British Columbia Government made a commitment subject to receiving LNG Canada's (LNGC) notice of positive final investment decision (FID) by November 30, 2018 to implement a framework to improve the competitiveness of the LNG sector. This framework did not involve the expenditure of public funds – rather it allowed the province to attract \$40 billion of new investment and \$23 billion in new revenues over 40 years – prosperity that will help pay for services for people. LNGC announced and gave notice of a positive FID October 1, 2018.

The commitment was to prepare for Cabinet or Legislature's consideration 4 Measures intended to help improve the Project's competitive position:

1. Access to BC Hydro's industrial (instead of LNG) electricity rate.

2. Provincial Sales Tax exemption for the construction of the LNG facility, along with separate Operating Performance Payments Agreement with the British Columbia government.
3. Repeal of Liquefied Natural Gas Income Tax Act and re-introduce a natural gas income tax credit.
4. Allow LNG facilities to participate in Clean Growth (now CleanBC) Industrial Incentive Program.

### **B139 Call to Action On Global Climate Emergency**

Whereas the earth's global climate has now tipped into an arguably irreversible and critical path, bringing unprecedented weather extremes and causing catastrophic loss of life and costly damage to property, crops and livestock,

And whereas these extremes are challenging the habitability of vast regions of the earth due to rising oceans, repetitive flooding, drought and wildfire devastation,

And whereas an unprecedented and rapid rise in the extinction of our planets species of plants, animals and indigenous cultures is causing an irreversible biodiversity crisis which is further accelerating the catastrophic impact to our planet,

And whereas the collapse of ecosystems threatens all life on earth,

And whereas the United Nations International Panel on Climate Change concluded that current levels of the greenhouse gases carbon dioxide, methane, and nitrous oxide in our atmosphere are higher than at any point over the past 800,000 years, and their ability to trap heat is changing our climate in multiple ways.

Therefore be it resolved that UBCM supports a call to action and asks all orders of Government (including local government) to adopt climate emergency motions and to take dramatic steps toward the protection of biodiversity and to accelerate the reduction in greenhouse gas emissions, which are a primary cause of this climate emergency.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Government of B.C. is committed to addressing the causes and potential impacts of climate change. Government also recognizes the effort local governments are making to prepare for the impacts of climate change and is aware that close to thirty local governments in B.C. have declared climate emergency declarations. At this time, however, the Province is not considering declaring a climate emergency.

In December 2018, the Province released CleanBC, B.C.'s pathway to prosper economically and to meet our climate challenges, including carbon pollution reduction targets and the need to manage climate-related risks. CleanBC is only the beginning of the Province's efforts.

The Climate Action Secretariat (CAS) has released a province-wide climate risk assessment that will help form the basis of B.C.'s plan for a resilient province. Over the coming year, CAS will be engaging UBCM and local governments and others across B.C. to help communities identify and respond to potential climate risks. As part of this effort, CAS has completed a citizen engagement process to seek the views of British Columbians on the best ways to prepare for and adapt to risks associated with climate change.

The Climate Action Secretariat sits on the UBCM Special Committee on Climate Action that is comprised of elected officials and senior staff for local government along with other representatives from the province, non-governmental organizations, crown corporations and academia.

Information and ideas from local governments, along with the results of engagement with Indigenous peoples and others, will inform the development of a provincial Climate Preparedness and Adaptation Discussion Paper (April, 2020) and Climate Preparedness and Adaptation Strategy (December, 2020).

Additionally, in November 2019, the Province passed amendments to the *Climate Change Accountability Act* to provide better accountability, transparency and more detailed targets for climate action. These amendments include the following:

- Strengthen the requirements for the Minister of Environment and Climate Change Strategy (Minister) and government to report publicly on the Province's climate action progress. This includes new reporting requirements on actions, their cost and how they will achieve governments' legislated emission-reduction targets and manage climate risks.
- In 2020, and every fifth year, reporting will include a determination of climate change risks, which will build on B.C.'s Preliminary Strategic Risk Assessment and work done in the interim to assess risks from climate change.
- Require the Minister to set sectoral and interim targets following engagement with stakeholders. Interim emissions targets will be established by ministerial order by no later than December 31, 2020. Sectoral targets will be established no later than March 31, 2021.
- Give the Minister the regulatory authority to set targets and requirements for provincial public sector buildings, fleets and fuels.
- Add more comprehensive requirements for the public sector to manage climate risks.
- Appoint an independent advisory committee (with representation from local governments) that will be modelled on the Climate Solutions and Clean Growth Advisory Council, now that the council has fulfilled its mandate.

## **B140 Support for Property Assessed Clean Energy Legislation for BC**

Whereas climate change is the greatest threat to our municipalities;

And whereas the pillars of the Clean BC program include better buildings, incentivizing retrofits and upgrading BC's stock of public housing so residents, many of whom are low income families or seniors, can live in a more energy efficient, healthier, and comfortable home;

And whereas the cost of clean energy infrastructure is a major barrier for low and middle income earners, as well as small businesses and municipalities;

And whereas Property Assessed Clean Energy (PACE) legislation has proven to be effective in financing retrofits in other jurisdictions:

Therefore be it resolved that the Province of British Columbia work with expert stakeholders with knowledge of Property Assessed Clean Energy (PACE) best practices, including UBCM and FCM, to study the application of PACE in BC and develop PACE enabling legislation for BC Municipalities.

### **RESPONSE: Ministry of Municipal Affairs and Housing**

The Ministry supports the pillars of CleanBC including better buildings, incentivizing retrofits and upgrading B.C.'s stock of public housing so residents, many of whom are low income families or seniors, can live in a more energy efficient, healthier, and comfortable home.

The experience of other jurisdictions with PACE has been mixed, including some concerning and unintended consequences, like predatory loan practices. The Province is open to further discussions with UBCM about whether PACE, or a different approach, can best deliver on goals.

Currently, provincial legislation provides many options for local governments to support and promote a green economy; these include:

- municipal grants to individual households to subsidize a portion of the costs of acquiring solar panels.
- waivers or reductions of development cost charges when a new development has qualifying energy efficiency components.
- partial revitalization tax exemption when property owners install or upgrade energy efficiency improvements.
- enhanced public education and communications on energy efficiency.
- 

Provincial staff are available to assist local governments with advice on these options to promote a green economy and affordability for low income families and seniors.



## **B141 Ramping Up BC Climate Action in Response to Climate Emergency**

Whereas the detrimental effects of climate change are more and more evident in BC, Canada and the rest of the world;

And whereas the world is currently on track for a more than 3°C warming based on policies currently in place, and those policies will need to be strengthened significantly to limit warming to 1.5°C, based on recommendations of the Intergovernmental Panel on Climate Change;

And whereas both the provincial and federal governments have been advancing climate emergency response through Clean BC and the Pan-Canadian Framework on Clean Growth and Climate Change respectively;

Therefore be it resolved that the local, regional, provincial and federal governments be urged to both recognize the climate change emergency and accelerate their efforts to fight climate change at levels that match the urgency of the issue;

And be it further resolved that the provincial government establish a remaining carbon budget for all public and private sector emissions commensurate with limiting warming to 1.5°C and report annually on the expenditure of the Province's remaining carbon budget;

And be it further resolved that the provincial government form a "Climate and Equity" working group to provide guidance and support a transition off of fossil fuels in ways that prioritize those most vulnerable to climate impacts and most in need of support in transitioning to renewable energy.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Government of B.C. is committed to addressing the causes and potential impacts of climate change. Government also recognizes the effort local governments are making to prepare for the impacts of climate change and is aware that close to thirty local governments in B.C. have declared climate emergency declarations. At this time, the Province is not considering declaring a climate emergency.

In December 2018, the Province released CleanBC, B.C.'s pathway to prosper economically and to meet our climate challenges, including carbon pollution reduction targets and the need to manage climate-related risks. CleanBC is only the beginning of the Province's efforts.

The Climate Action Secretariat sits on the UBCM Special Committee on Climate Action that is comprised of elected officials and senior staff for local government along with other representatives from the province, non-governmental organizations, crown corporations and academia.

The Climate Action Secretariat (CAS) has released a province-wide climate risk assessment that will help form the basis of B.C.'s plan for a resilient province. Over the coming year, CAS will be engaging UBCM and local governments and others across B.C. to help communities identify and respond to potential climate risks. As part of this effort, CAS has completed a citizen engagement process to seek the views of British Columbians on the best ways to prepare for and adapt to risks associated with climate change. Information and ideas from local governments, along with the results of engagement with Indigenous peoples and others, will inform the development of a provincial Climate Preparedness and Adaptation Discussion Paper (April) and Climate Preparedness and Adaptation Strategy (December).

As a part of CleanBC, the Province is developing a **CleanBC Jobs Readiness Plan** to address the labour and workplace opportunities that will emerge through the implementation of CleanBC. The plan will identify future occupational and skills profiles relevant to the transition to a low carbon economy, including where jobs may be located, and opportunities for mid-career workers to develop new skills.

The plan will incorporate public input, labour market conditions and economic trends, address the participation of women and under-represented communities in these roles, and respond to issues that could affect people's opportunities to participate. The Province expects to release this plan early 2020 following engagement with stakeholders.

Additionally, in November 2019, the Province passed amendments to the *Climate Change Accountability Act* to provide better accountability, transparency and more detailed targets for climate action. These amendments include the following:

- Strengthen the requirements for the Minister of Environment and Climate Change Strategy (Minister) and government to report publicly on the Province's climate action progress. This includes new reporting requirements on actions, their cost and how they will achieve governments' legislated emission-reduction targets and manage climate risks.
- In 2020, and every fifth year, reporting will include a determination of climate change risks, which will build on B.C.'s Preliminary Strategic Risk Assessment and work done in the interim to assess risks from climate change.
- Require the Minister to set sectoral and interim targets following engagement with stakeholders. Interim emissions targets will be established by ministerial order by no later than Dec. 31, 2020. Sectoral targets will be established no later than March 31, 2021.
- Give the Minister the regulatory authority to set targets and requirements for provincial public sector buildings, fleets and fuels.
- Add more comprehensive requirements for the public sector to manage climate risks.
- Appoint an independent advisory committee that will be modelled on the Climate Solutions and Clean Growth Advisory Council, now that the council has fulfilled its mandate.

## **B142 Promoting and Enabling GHG Reductions**

Whereas the world's leading climate scientists have warned that we have less than 12 years to meet our climate targets, and early action is required to avoid significant costs and impacts to social and environmental well-being in our communities, and worldwide, local governments are uniquely positioned to enable this mobilization effort, in a coordinated and integrated fashion across sectors, enabling individual action with timely and accurate information, incentives, directions, coordination, tools, targets and scalable, impactful programs;

And whereas local governments GHG reduction plans will be effectively and expeditiously realized through a dedicated focus on cutting the most impactful GHG sources, including: retrofitting existing buildings to high-efficiency standards; renewable electricity; elimination of fossil fuel heating sources; shifting people to transit, active transportation, and renewably powered mobility options; and the electrification of commercial and passenger vehicle fleets, the complexity and pace/progress of GHG reductions in both local governments and community require additional resources and planning to reduce risks of missing interim and longer GHG and renewable energy targets:

Therefore be it resolved that local governments call on the Governments of Canada and British Columbia to pursue the following immediate sector actions to promote and enable GHG reductions and realize important social and economic co-benefits:

- Make available all ICBC municipal vehicle km/make/model/fuel economy information.
- Continue the development and implementation of world-class low carbon fuel standards.
- Fully invest in delivery of the zero-emission vehicles sales targets as established in the CleanBC Plan.
- Continue progressive and direct funding programs and partnerships for municipal low-carbon initiatives, including building retrofit, transportation, waste management and other priority and shared GHG reduction programs.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

#### *ICBC*

The Province does not have access to transportation fuel or vehicle kilometre travelled information to allow the reporting of transport sector emissions at the community level. However, the Province and ICBC are exploring approaches to collecting information on annual vehicle use at the community level.

The Climate Action Secretariat is currently conducting quality assurance/ quality control on ICBC registration data with local governments on aggregated vehicle registration data by community. The Ministry of Energy, Mines and Petroleum Resources (EMPR) will also be publishing quarterly and annual reports on the transportation sector, and progress of the Zero-Emission Vehicles (ZEV) policies and programming, including light-duty vehicle registration and sales.

#### *Low Carbon Fuel Standards*

The Government's CleanBC plan includes the commitment to make our fuel cleaner by increasing the Renewable and Low Carbon Fuel Standard (LCFS) to 20 percent by 2030. In addition, to meet the demand for cleaner fuels, CleanBC includes the commitment to support production, in B.C., of 650 million litres of renewable gasoline and diesel by 2030. The Province is engaging with stakeholders regarding the LCFS and expects to introduce legislation and approve regulations in spring 2020.

#### *Zero Emission Vehicles*

The ZEV Act was passed on May 29, 2019. The ZEV Act requires automakers to meet ZEV sales targets; reaching 10 percent of new light-duty vehicle sales by 2025, 30 percent by 2030 and 100 percent by

2040. The *ZEV Act* applies to new vehicles for retail sale or lease, with annual requirements for automakers to meet, starting for model year 2020.

To further support developing the ZEV sector and meeting the targets, Budget 2019 included new funding of \$90 million for B.C.'s Clean Energy Vehicle (CEV) program.

While the *ZEV Act* provides the overarching framework for the ZEV standard in the province, some of the more technical components of the legislation are to be prescribed by regulation. EMPR completed consultations and are establishing regulations for Spring 2020.

#### *Funding Programs and Partnerships*

The Province is currently finalizing the review of projects applying to community green infrastructure funding within the Federal Investing in Canada Infrastructure Program and the Low Carbon Economy Leadership Fund (CleanBC Communities Fund, Rural and Northern Communities Infrastructure and Organics Infrastructure Program). Final decisions are anticipated in spring 2020.

Currently, there are no guaranteed future funds for programs under the Investing in Canada Infrastructure Program. There are additional federal amounts that the Province could choose to utilize by matching with provincial funding. However, the timing of future intakes is not confirmed, as the Province does not yet have approval of provincial matching funds.

The Province will be implementing commitments in CleanBC and will develop additional strategies to help B.C. and local government partners make progress on their respective climate actions.

### **B143 Shifting Investment to Low-Emission Transportation**

Whereas the Prime Minister of Canada and the Premiers of BC and most provinces signed the Pan-Canadian Framework on Clean Growth and Climate Change in 2016, endorsing a policy shift that could substantially reduce greenhouse gas (GHG) pollution from transportation while funding public transit improvements, including inter-city and commuter bus and rail service;

And whereas the transportation sector is the second-largest contributor of GHG pollution in Canada, representing 23 per cent of total emissions:

Therefore be it resolved that local governments call on the Governments of Canada and British Columbia to fully implement their commitment in the Pan-Canadian Framework on Clean Growth and Climate Change, to shift investments “from higher to lower-emitting types of transportation”.

#### **RESPONSE: Ministry of Energy, Mines and Petroleum Resources**

British Columbia is a leader in clean transportation, with a world-leading hydrogen and fuel cell industry, the highest electric vehicle adoption rate in North America in 2019 (9% of new light-duty vehicle sales), and one of the largest public charging networks in Canada. Under CleanBC, BC Hydro, FortisBC, and the Province are continuing to work with local governments and private sector companies to deploy public charging stations for electric vehicles along all primary and secondary highways, and major roads throughout British Columbia.

B.C. introduced the Clean Energy Vehicle Program in 2011 and has since committed more than \$195 million to make Zero Emission Vehicles more affordable and reduce GHG emissions.

The Clean Energy Vehicle (CEV) Program has been highly successful in: reducing market barriers; encouraging the adoption of CEVs by British Columbians; leveraging private, municipal and federal investment in CEVs and infrastructure in BC; and supporting new economic opportunities in the CEV sector. The CEV Program provides incentives for zero-emission light-duty vehicles, trucks, buses, and airport and port ground equipment, and makes investments in infrastructure, training, and public outreach.

Budget 2019 includes over \$107 million to help British Columbians switch to clean transportation options including \$90 million for CEV Program initiatives. The CleanBC-GoElectric suite of programs supports rebates for vehicles and infrastructure across all vehicle classes, in addition to research, training, public awareness and economic development in the clean transportation sector.

On May 29, 2019 the Province also passed the *Zero-Emission Vehicles Act* (ZEV Act), delivering on a key commitment the government made in its CleanBC plan. The ZEV Act will require that automakers ensure an increasing percentage of vehicle sales in B.C. are zero-emission models, offering British Columbians more choice of ZEVs.

CleanBC also made a commitment to speed up the switch to cleaner fuels in the transportation sector by increasing the low carbon fuel standard to 20% by 2030, and increasing the supply of cleaner fuels in B.C. Lastly, CleanBC also committed to make vehicles run cleaner by increasing tailpipe emissions standards for vehicles sold after 2025.

## **B144 Electric Vehicle Right-to-Charge Rules**

Whereas the Province of BC has legislated that all new light-duty vehicle sales will be zero emission vehicles (“ZEVs”) by 2040 to support its goal of reducing greenhouse gases by at least 80 per cent by 2050, and that access to home charging infrastructure will continue to be a prerequisite for many ZEV owners;

And whereas British Columbians living in multi-family buildings without access to home charging infrastructure do not have legal recourse if they are refused permission to install and/or use electric vehicle charging infrastructure in their own parking stall:

Therefore be it resolved that UBCM request that the province develop ‘Right-to-Charge’ rules, such as those in place in Ontario, California and Hawaii, to facilitate access to home charging infrastructure for British Columbians living in multi-family buildings.

### **Response: Ministry of Municipal Affairs and Housing**

The Province recognizes the importance of ensuring that all British Columbians who wish to purchase or lease electric vehicles have access to charging infrastructure to meet this goal and has started taking steps to support EVCs in strata housing.

In 2018, the Strata Property Regulation was amended to permit strata corporations to impose reasonable, consumption-based user fees for the use of common property or common assets (such as electric vehicle chargers). As a result, strata corporations now have the option to recover installation, operating and maintenance costs for the charging station via a user fee. Ongoing provincial grant programs have helped overcome financial barriers to installing chargers. Government is actively exploring new ways to support electric vehicle charging in multi-unit residential buildings to ensure that British Columbia continues to be a leader in electric vehicle adoption.

## **B145 Beverage Container Recycling System**

Whereas increasing the effectiveness of BC's beverage container recycling system will result in fewer containers becoming ocean litter, while reducing greenhouse gases through recycling, avoiding taxpayer waste management costs, and creating green jobs:

Therefore be resolved that UBCM request that the Province of BC support the Ocean Legacy Foundation request to:

Increase the regulated deposit rate;

- Add all beverage containers to the deposit refund system;
- Require producers to collect and report on the recycling of bottle caps;
- Raise regulated targets to at least that achieved by Alberta and Saskatchewan, with long-term targets matching the EU; and
- Enforce the regulated targets in a meaningful way, such as requiring producers to pay for the cleanup of ocean plastics equal to the amount by weight that they fail to collect and recycle.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

Government appreciates the work being done by the Ocean Legacy Foundation and recognizes the pervasive impacts of plastics, especially in the ocean environment. The Ministry has reviewed the Ocean Legacy Foundation's recommendations to reduce ocean plastics, including the potential for increasing beverage container deposit/refund levels. In general, these recommendations are in keeping with the Ministry's goal to continuously improve our existing extended producer responsibility programs, particularly in targeting plastics and other single-use items.

Through the CleanBC Plastics Action Plan, the Ministry engaged with local governments, Indigenous leaders, businesses, industry and British Columbians to reduce plastic pollution in B.C. Consultation on the plan closed on September 30, 2019 and the Ministry is analyzing the comments from the public and stakeholders. A core component of the plan focused on improving beverage container recycling including several measures reflected in the Foundation's report.

MLA Sheila Malcolmson, Parliamentary Secretary for Environment, has been tasked by Premier Horgan to address abandoned vessels, marine debris and marine-sourced plastics in B.C. While MLA Malcolmson's work does not primarily focus on upstream sources of plastic pollution, anything that reduces what gets disposed of or makes its way to the ocean will be consistent with and complementary to her work.

Currently, Encorp Pacific ('Return it') and the Brewers Recycling Container Collection Council (BRCCC) stewardship plans for beverage containers are due for review by the ministry. This review has been deferred pending findings from the CleanBC engagement and any subsequent policy or regulatory changes extending from that process. The plans will then be reviewed applying this lens after an appropriate consultation process is undertaken for each.

## **B146 Recycle BC – Industrial, Commercial and Institutional Printed Paper and Packaging**

Whereas the Recycle BC program is only responsible for residential Printed Paper and Packaging, leaving the Industrial, Commercial and Institutional sector including schools, hospitals, restaurants, stores, and entertainment events dependent on the private sector or local governments for access to recycling, and the producers of Industrial, Commercial and Institutional Printed Paper and Packaging unaccountable for the recovery of their product;

And whereas changes in the global recycling market has resulted in reduced access to recycling of Industrial, Commercial and Institutional Printed Paper and Packaging, local governments will be significantly challenged in meeting the Province's waste diversion targets and calls for restrictions on recyclable material entering landfills:

Therefore be it resolved that UBCM request that the Ministry of Environment and Climate Change Strategy expand the scope of the Recycling Regulation for Printed Paper & Packing to include the Industrial Commercial and Institutional sector;

And be it further resolved that the Ministry of Environment and Climate Change implement policy, consistent with the Provincial goal to reduce per capita waste to 350 kg per year, to stabilize the market system by mandating recyclable material as a percentage into feedstock for finished products such as writing paper, toilet paper, facial tissue, paper towels, packaging, etc. as well as eliminating subsidies on virgin materials such as oil to create a more level playing field, reduce the carbon footprint and revitalize the already consumed cardboard and packaging waste.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

Effective waste management procedures and solutions contribute a great deal to preserving our environment. The Province of British Columbia is working with local governments, Indigenous leaders, businesses, industry and British Columbians to determine the best ways to prevent waste and improve recycling.

Recognizing the need for a new approach to plastics and single-use items, the CleanBC Plastics Action Plan and engagement was launched by the Province on July 25th, 2019. Through the consultation paper, the Ministry sought feedback on developing new policy options and actions in four connected areas to reduce plastic pollution and use less plastic overall. This included information on the use of bans, levies or fees for single use packaging and expanding producer responsibility for packaging-like products and single-use items.

The consultation closed on September 30th, 2019 and the Ministry is currently reviewing feedback collected during the engagement period and will publish a "What We Heard" report to inform the appropriate policy or regulatory responses.

In 2019, the Ministry undertook research and focused engagement concerning additional products that may prove suitable to manage under the Recycling Regulation. This work will help inform the ministry on product/material gaps, including how recycling in the Industrial, Commercial and Institutional (ICI) sector is currently managed.

Any work to explore new regulations, including the ICI sector, would be accompanied by further consultation in advance of any regulatory changes.



## **B147 Single-Use Disposable Products**

Whereas single-use disposable products, whether they are recyclable or not, must be manufactured, handled and then disposed of which is not always done in the proper waste stream;

And whereas all petroleum plastic disposable products are derived from fossil fuels which increases carbon emissions in the atmosphere, and all plastic products created never “go away”;

And whereas the “compostable” or “biodegradable” disposable products are not accepted at all composting facilities and can contaminate the recycling stream by being confused with recyclable plastic products;

And whereas the costs (both known and unaccounted for) associated with these disposable “products of convenience”, should be borne by the manufacturers, the distributors and the retailers who are creating the products and then handing them out to consumers, would create an environment of responsibility and awareness by assigning an environmental handling fee to these products which is dispersed to local government responsible for financing solid waste and recycling;

Therefore be it resolved that UBCM request the Province of British Columbia to engage with retailers, manufacturers and industry to implement an environmental fee for all single use plastic products and packaged goods, (including compostable and biodegradable) entering the British Columbia market place to incentivize reduction, to help subsidize regional solid waste management programs, and to take action towards creating a Provincial Single-Use Item Reduction Strategy as part of a Provincial Zero Waste Strategy.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province of British Columbia is encouraged by the level of interest in and action being taken by local governments on single-use item strategies and other related initiatives to reduce plastic in the environment. The Province also recognizes that there are actions being taken by local governments that could be supported by a responsive provincial approach for both single-use items and waste management generally.

Recognizing the need for a new approach to plastics and single-use items, the CleanBC Plastics Action Plan and engagement was launched by the Province on July 25th, 2019. Through the consultation paper, the Ministry sought feedback on developing new policy options and actions in four connected areas to reduce plastic pollution and use less plastic overall. This included information on the use of bans, levies or fees for single use packaging and expanding producer responsibility for packaging-like products and single-use items.

The consultation closed on September 30th, 2019 and the Ministry is currently reviewing feedback collected during this engagement and will publish a “What We Heard” report to inform the appropriate policy or regulatory responses.

Any work to explore new regulation would be accompanied by further consultation in advance of any regulatory changes.

## **B148 Confirming Municipal Jurisdiction to Regulate Single-Use Items**

Whereas single-use items increase waste, are often not recyclable, and have various negative impacts on communities across British Columbia;

And whereas several municipalities in British Columbia recently have acted or are in the process of acting to restrict the use of single-use items;

And whereas the ability of municipalities to regulate to protect the environment is specifically circumscribed by s. 9 of the *Community Charter*, S.B.C. 2003, c. 26, which states that a municipality may not adopt a bylaw for the protection of the natural environment unless the bylaw is established in accordance with a regulation made by the Province, is established in accordance with an agreement by the Province, or is approved by the Minister responsible (and there are no applicable regulations, agreements or approvals):

Therefore be it resolved that the Province specifically allow local governments to regulate or restrict single-use items by the Province's agreement, by regulation, or by approval of the Minister.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province of British Columbia is encouraged by the level of interest in and action being taken by local governments on single-use item strategies and other related initiatives to reduce plastic in the environment. The Province also recognizes that there are actions being taken by local governments that could be supported by a responsive provincial approach for both these types of bylaws and plastic waste management generally.

Recognizing the need for a new approach to plastics and single-use items, the CleanBC Plastics Action Plan and engagement was launched by the Province on July 25th, 2019. Through the consultation paper, the Ministry sought feedback on two items directly related to local government bylaws. Specifically, if local governments should be given the authority to ban problematic plastic items in their communities, and if there are bans better suited for implementing at the federal, provincial or local government level.

The consultation closed on September 30th, 2019 and the Ministry is currently reviewing feedback collected during the engagement period, including that received from local governments, and will publish a "What We Heard" report to inform the appropriate policy or regulatory responses.

The Ministry will continue to engage with local governments as ministry staff develop new or updated policies and programs on single-use items.

## **B149 Compostable Single-Use Items**

Whereas businesses are beginning to switch to compostable single-use items for to-go meals and beverages, yet this material is not designed to biodegrade if littered, and is not guaranteed to biodegrade in industrial compost facilities because standards and certifications are not aligned with existing infrastructure that is designed to compost food scraps and yard waste;

And whereas local governments are facing increasing pressure to collect and manage this material, yet it is beyond local government's ability to control compostable packaging design or finance the specialized collection and processing infrastructure required for compostable packaging:

Therefore be it resolved that the Provincial Government ensure that compostable packaging (including single-use take-out food ware) distributed in Canada is designed to fully biodegrade if littered in the natural environment, that standards and certifications for compostable packaging are aligned with composting infrastructure, and that compostable single-use items are collected and managed through an extended producer responsibility program that covers the residential and commercial sectors as well as the public realm.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Province continues to receive feedback on issues related to compostable and biodegradable plastic, including their compostability and recyclability in existing systems and infrastructure, and understands the importance of providing clarity on the issue.

The Province has been actively involved in developing a Canada-wide Strategy and Action Plan on Zero Plastic Waste through the Canadian Council of Ministers of the Environment. The Phase 1 Canada-Wide Action Plan on Zero Plastic Waste includes developing new standards for bio-based plastic products (e.g., certified compostable packaging and single-use products) by December 2021.

The Province also has work underway to update the Organic Matter Recycling Regulation, which regulates allowable feedstocks for compost facilities. As part of this, the Ministry of Environment and Climate Change Strategy is looking at what products are permitted as acceptable feedstocks for compost facilities and what standards need to be in place. In addition, the Ministry has asked Recycle BC, as part of their stewardship plan, to develop more practical on-the-ground solutions for compostable plastics.

## **B150 Standards for Microplastic Filtration, Liquid Waste Management**

Whereas British Columbia's coastal communities rely on healthy waterways and healthy marine ecosystems for economic, social and ecological well-being and where microplastic debris on land and in both marine and freshwater systems has become an emerging threat creating a growing need to understand the impacts of microplastics;

And whereas a number of organisms, both vertebrates and invertebrates have been found to ingest microplastics and become exposed to contaminants absorbed to the plastic which may then transport concentrated contaminants to other organisms including people;

And whereas these microplastic fibers are small enough to pass through wastewater treatment plants and enter the ocean or be distributed on to land:

Therefore be it resolved that the Province of British Columbia set standards for acceptable limits of microplastics being released into marine and freshwater environments or onto land as well as a standard methodology for testing and reporting and implementation of a governing body.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

The Ministry of Environment and Climate Change Strategy regulates wastewater discharges through the Municipal Wastewater Regulation (MWR). The MWR is a performance-based regulation that mandates secondary treatment but does not endorse specific technologies for screening or treatment required to achieve this standard. Research on the topic of microplastics is growing; for example a recent study conducted in conjunction with Metro Vancouver Regional District and Oceanwise has measured that secondary treatment removes 99% of microplastics (Gies et al, 2018).

Adding additional treatment after secondary treatment is likely cost prohibitive to many communities in B.C. In addition, there is currently no approved international method for testing of microplastics in municipal effluent or solids, which would be a necessary first step before any standard could be added into provincial regulation.

Instead of adding additional filtration after secondary treatment, preventing microplastics from reaching the wastewater treatment facility is an approach currently being taken by governments, such as the Federal Government's ban on microbeads through the Microbeads in Toiletries Regulation and Metro Vancouver Regional District's work with Oceanwise mentioned above. The Ministry supports a prevention first approach and will continue to consider appropriate policy approaches to address plastic pollution as part of the CleanBC Plastics Action Plan.

### **B153 *Water Sustainability Act* Section 11 Change Approvals Review Time**

Whereas the Province administers and processes *Water Sustainability Act* Section 11 Change Approvals ('Change Approvals') to authorize users to make complex changes in and about a stream;

And whereas the Province no longer commits to completing Change Approval reviews within 140 days of receipt of the application, causing excessive delays that result in increased project costs, missed funding opportunities and uncertainty in project timelines:

Therefore be it resolved that the Province must re-commit to processing Change Approvals within 140 days of receipt;

And be it further resolved that the Province provide adequate funding and staffing to fulfill the target review period of 140 days.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government acknowledges and thanks local governments for their continued interests in supporting improved service delivery, identifying cost-saving efficiencies and helping to protect the province's waterways.

Government recognises the length of time currently required to complete *Water Sustainability Act* (WSA) authorizations can be challenging for business to plan and effectively mobilize resources. The Ministry strives to deliver all authorizations within predictable and reasonable timeframes. To improve decision timelines, the Ministry has implemented a number of significant business process changes and streamlined service delivery. In addition, staff are being re-allocated from other program areas, and across regional boundaries, in order to support these processes and changes.

Application packages are reviewed based on the date a complete application submission package is received, with due consideration given to potential adverse public safety and environmental risks. Ongoing work on licencing improvement practices and the collection of supporting hydrometric and physical data will also improve the rate at which applications are reviewed and evaluated – resulting in faster decisions.

In addition, the time required for a file to be reviewed and move forward to decision depends on the nature of the works (including potential environmental impacts, First Nations interests and stakeholder interests) and the quality and completeness of the received application package. Additional guidance has recently been publicly posted to clarify expectations for package submission.

In part due to a robust business climate, an unprecedented number of applications for WSA Approvals was received in 2019. The Ministry has completed a record number of WSA authorizations in the 2019/20 fiscal year, including but not limited to, s.11 WSA Change Approvals.

## **B154 Groundwater Extraction**

Whereas water is an essential resource upon which all life, including all ecosystems and all local communities depend;

And whereas water is a public heritage and a public trust for present and future generations and access to water must not be compromised by commercial operations relating to commercial water bottling or commercial bulk water exports:

Therefore be it resolved that the Premier of British Columbia and the Minister of Forests, Lands and Natural Resources Operations and Rural Development be requested to immediately cease the licensing and extraction of groundwater for commercial water bottling and/or bulk water exports from aquifers.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government acknowledges and thanks local governments for their continued interests in supporting improved watershed and aquifer protection and management. The Province is committed to ensuring that our supply of clean fresh water is sustainable to meet our current and future demand.

Since 1996, the bulk removal of water from the province has been prohibited in accordance with the *Water Protection Act*.

The *Water Sustainability Act* is the primary legislation for water management in British Columbia. It includes measures to protect stream health, regulate the diversion and use of groundwater, and address water use during times of scarcity.

Any application for water use, including water bottling, is reviewed to ensure the diversion is sustainable and other existing uses are protected. If a licence is granted, the decision-maker may include terms and conditions to protect water source and stream, or aquifer, health.

## **B155 Key Marine Cumulative Effects Values**

Whereas the Province of British Columbia has adopted the use of a cumulative effects framework to help identify and manage cumulative effects across the natural resource sector;

And whereas the cumulative effects framework allows for the inclusion of marine values but the Province has not yet approved any marine values for cumulative effects assessment to inform decision making in coastal regions:

Therefore be it resolved that UBCM request the provincial government to prioritize the approval of key marine cumulative effects values for long-term monitoring and cumulative effects assessments in coastal regions.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The Province of British Columbia is currently implementing the Interim Cumulative Effects Framework (CEF) throughout the province. There are five provincial CEF values that are assessed provincially (Grizzly Bear, Aquatic Ecosystems, Old Growth Forest, Moose, and Forest Biodiversity) along with multiple regionally-specific values.

Ministry staff are currently scoping additional provincial values including the adoption of marine values in coastal regions.

Work underway at regional levels and through collaborative initiatives with First Nations such as the Environmental Stewardship Initiative and the Marine Plan Partnership may provide the foundation for assessing marine values through a collaborative approach.

## **B156 Regional Management of Forestry**

Whereas the forest industry in British Columbia has been on a steady decline in recent decades, with dozens mill closures, thousands of lost jobs and once-thriving rural communities experiencing severe economic decline – due in large part to corporate mismanagement, misguided government policies, and lack of public oversight;

And whereas many communities across British Columbia and globally have demonstrated that when local people are empowered to manage public forests and other common resources through community forest licenses, regional trusts and other community-based governance models, there are significant social, economic and environmental benefits:

Therefore be it resolved that the Province of British Columbia explore the feasibility of:

- Adopting a new model of regionally-based forestry management that will empower local communities to engage in long term planning of the regional economies and ecosystems;
- Creating a Forest Charter passed by the Legislature that includes an overall vision, sustainability principles, and standards for our forests; and
- Appointing a Forester General to serve as a new independent officer who will report annually to the Legislature and work with the diverse regions of our province on local land planning processes.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government has initiated the exploration of new forest policy under the Interior Forest Sector Renewal Initiative launched spring 2019. In April 2019 the Premier challenged CEO's of major forest companies to form a Timber Supply Area (TSA) level coalition with First Nations, labour representatives and local community leaders to work together to provide ideas on future forest policy that would maintain the global competitiveness, provide resilience for communities, reconcile with First Nations and increase participation in the forest sector and maintain our stewardship excellence.

In addition, the Ministry has held 35 separate engagement sessions across the Interior to gather feedback and ideas on potential future forest policy. We also had a website open to gather feedback from the interested public. This feedback will be developed into a 'What We Heard' report which will result in policy options coming forward to government for consideration. More local management and control of forest management was a common theme in the feedback received.



## **B157 Indoor Agricultural Fertilization Practices**

Whereas water sustainability, healthy watersheds and ground water are of vital importance and, commercial fertilizers can be damaging to groundwater and influence water quality in watersheds;

And whereas the use of fertilizers in greenhouses and indoor structures creates effluent that contains concentrated commercial fertilizers which, if released untreated can be damaging to groundwater and the overall watershed:

Therefore be it resolved that UBCM request that the provincial government explore including in the BC Agricultural Best Practices, the requirement for closed loop greenhouse irrigation systems in commercial greenhouse and indoor agricultural structures, to prevent commercial fertilizers from being emitted into the environment.

### **RESPONSE: Ministry of Agriculture**

Government is committed to the protection of watersheds and drinking water and has introduced new measures this year to ensure agricultural practices do not have negative impacts on the environment.

The Ministry of Agriculture provides guidance on beneficial management practices, including practices to better manage leachate in greenhouses. This guidance can be found in Chapter 4 of the Environmental Farm Plan Reference Guide on the B.C. Government website. As written in this guide, closed or recirculation systems may effectively protect water quality and conserve water, and should be evaluated for each greenhouse operation to determine if there are other measures that would be more suitable.

Ministry of Agriculture staff are working closely with the Ministry of Environment and Climate Change Strategy to implement the new Code of Practice for Agricultural Environmental Management, which came in to effect in on February 28, 2019 and includes requirements for the use of commercial fertilizers on farms.

Under these requirements, agricultural operations are not allowed to release untreated effluent or leachate in a manner that would directly enter a watercourse or result in groundwater contamination. The regulation is not prescriptive as it relates to the fertilization practices used on farms, but it does provide compliance staff with the regulatory tools needed to ensure that the outcome of safe, clean water is met.

### **B159 Limited Entry Hunt for Cow/Calf Moose**

Whereas moose populations are in decline across the province and measures should be taken to increase populations, not to decrease them;

And whereas the increase in the cow/calf moose Limited Entry Hunt (LEH) announced by the Province in the Limited Entry Synopsis 2019-2020 in Regions 4 and 7, will put unnecessary pressure on already shrinking moose populations:

Therefore be it resolved that UBCM lobby the provincial government to stop the cow/calf moose Limited Entry Hunt until moose populations recover;

And be it further resolved that the provincial government be encouraged to undertake extensive monitoring of moose populations in all regions of the province, in order to better determine their populations and measure their recoveries.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government is committed to the sustainable management of moose populations. In most areas of the province, the population objectives for moose are to increase populations or ensure declines are stabilized. In some areas of the province, moose are managed at lower levels than the habitat can sustain to prioritize objectives for species at risk recovery, specifically caribou.

Management decisions are guided by the Provincial Moose Management Framework, the strategy to restore moose populations in British Columbia and collaboration with First Nations and stakeholders. Ministry staff monitor moose populations, including the response to management actions, to reduce natural and human caused mortality and ensure population objectives are achieved.

LEH permits for cow and calf moose were increased in 2019/2020 in Regions 4 and 7 to benefit caribou recovery. Wolf populations are also being actively controlled for caribou recovery. Moose populations in these areas are thought to have increased over the last 30-40 years as a result of industrial logging and exceed the population objective; therefore, antlerless moose harvest opportunities were allocated to resident hunters in fall 2018 and 2019. Early monitoring of these management actions for both moose and wolves indicates that caribou populations are benefiting. The Provincial Moose Research Program and the Provincial Caribou Recovery Program will continue to work closely and inform management decisions for both values.

## **B160 Glyphosate**

Whereas the chemical formula known as glyphosate is known to cause serious eye damage, is a toxic substance for aquatic life and is believed to be responsible for an 81 per cent decline in the Monarch Butterfly population in North America;

And whereas glyphosate is now banned in El Salvador, Sri Lanka, Bermuda, Columbia and Vietnam, and juries in California have awarded multi-million dollar settlements against producers of products containing glyphosate and there are now more than 13,000 such lawsuits in the United States alone:

Therefore be it resolved that the British Columbia Minister of Forests, Lands, Natural Resource Operations and Rural Development initiate an immediate scientific literature and litigation review of the chemical known as glyphosate;

And be it further resolved that until such time as the review is complete and indicates there is no liable risk to the Province of BC and its residents, the chemical known as glyphosate be suspended from all use across the Province, including on all public and private forest lands.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Glyphosate is a broad-spectrum systemic herbicide used by the forest sector on a very small percentage of areas to reduce broadleaf competition with conifer plantations in order to accelerate attainment of free to grow status.

Federal and provincial governments regulate pesticides to ensure the protection of the environment and the health of Canadians. According to Health Canada no pesticide regulatory authority in the world currently considers glyphosate to be a carcinogenic risk of concern to humans when appropriate application and safety procedures are followed.

In spring 2019, in response to a commitment made by Minister Doug Donaldson, the Office of the Chief Forester, with the Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) initiated a review of glyphosate use in provincial forests. The review – being independently conducted by FPinnovations – is assessing the body of peer-reviewed forest science and best practices in the context of an array of forest values, including carbon sequestration, wildfire resilience, biodiversity and the natural range and variation of species and wildlife. The review is nearing completion and will be key to helping inform the development of future policy, guidance and research needs to promote the establishment of healthy and safe forests.

Given broad scope of the resolution follow-up should occur with the Ministry of Agriculture.

### **RESPONSE: Ministry of Agriculture**

In Canada all pesticide registration is under the mandate of Health Canada. Pesticides are registered for use only if they do not pose an unacceptable risk to human health or the environment. All products are thoroughly reviewed to meet these criteria to ensure the product is safe for the applicator, the bystander, the environment and has value.

Health Canada's Pest Management Regulatory Agency (PMRA) also re-evaluates pesticides every 15 years to ensure that each product is still safe to be used as per the label, and continues to meet current standards. Re-evaluation draws on data from registrants, published scientific reports, information from

other regulatory agencies and any other relevant information. Glyphosate has just been through a re-evaluation by Health Canada with the final decision published in April 2017.

The PMRA routinely works collaboratively with other member countries within the Organisation for Economic Co-operation and Development (OECD) on the regulation of pesticides. As part of the re-evaluation of an active ingredient, the PMRA takes into consideration recent developments and new information on the status of a pesticide in other jurisdictions. Glyphosate is currently acceptable for use in other OECD countries, including the United States, Australia and the European Union.

The recent re-evaluation of glyphosate by Health Canada and other international regulating agencies have stated that glyphosate is unlikely to pose any human health risk and approves all uses as described on the label. Glyphosate is a valuable herbicide that is used in many agriculture cropping systems and has helped reduce soil erosion with the advancement of no-till cropping systems.

The Ministry of Agriculture has confidence in the federal and provincial pesticide regulatory agencies and works with them to ensure legislation that results in safe and effective pesticide use. The Ministry encourages the agricultural community to manage pesticides in an environmentally sustainable and socially responsible way through production guides, outreach programs, and web-based material.

## **B161 Drone Usage**

Whereas flying recreational drones is an increasingly popular hobby that can disturb and pose risks to wildlife in sensitive ecological areas and recreational drones are prohibited in Canada's national parks for similar reasons;

And whereas there are multiple stakeholders including federal and provincial agencies and complex regulations involved in drone usage:

Therefore be it resolved that the federal and provincial governments collaborate to provide clarity and options for local governments in restricting the use of drones in local sensitive ecological areas.

### **RESPONSE: Ministry of Environment and Climate Change Strategy**

Government is interested in supporting local governments in managing recreational drone use (also known as unmanned air vehicles (UAV's)) that can disturb and pose risks wildlife in sensitive ecological areas.

Transport Canada (TC) and the Canadian Aviation Regulations regulate UAV (drone) use in Canada's airspace. However, BC Parks has the authority to allow or not allow UAV users to take off or land in a provincial park. As such, drone operators must obtain permission from BC Parks to take-off and/or land in any provincial park or protected area.

TC's federal flight requirements for use of UAVs include distances from people, buildings, built-up areas, and animals (both domestic and wildlife), meaning there are few, if any, locations in BC Parks where permission to fly UAVs can be granted and the pilot would still have the ability to meet the current federal flight requirements. Further, in protected areas established as Ecological Reserves, or in areas of parks with sensitive ecological values, UAV use is not permitted.

## B162 Cave Protection Act

Whereas caves are uncommon and unique environments that can harbour rare and threatened species, unique mineralogy and sediments, First Nation heritage values; and are non-renewable, site-specific landscape features with natural, cultural, spiritual, aesthetic and scientific value;

And whereas caves are sensitive ecosystems that can underlie developed landscapes and as such are vulnerable to pollution, destruction by quarrying, vandalism, mismanagement, species extinction and general degradation caused by human activities:

Therefore be it resolved that the Provincial Government should pass a *Cave Protection Act* in order to conserve caves, in perpetuity.

### RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development

The Provincial Government acknowledges that caves are uncommon and unique environments that provide a diverse set of natural, cultural, spiritual, aesthetic and scientific values; also, that caves are sensitive to human-caused developments and disturbances. The Province is not pursuing specific legislation for the protection of cave formations at this time because there are a number of existing legislative and policy tools already available to protect and minimize impacts to cave formations.

The following are tools to protect caves through legislation and policy in British Columbia:

- The *Forest and Range Practices Act* (FRPA) and associated Government Actions Regulation (GAR) enables the identification of karst caves and other significant karst features, by legal order, as a Resource Feature, which in turn requires forest licensees to identify results and strategies for its management as part of Forest Stewardship planning.
- GAR orders are also used to establish Wildlife Habitat Areas (WHA) for habitat of plant and animal species at risk, as well as Wildlife Habitat Features (WHF) for habitat features requiring special management. These could include cave formations. WHAs and WHFs are a legally-enforceable, site-specific protection for identified species/features during forest and range practices, authorized under FRPA, and under the *Oil and Gas Activities Act*.
- GAR orders are also considered during the adjudication of *Land Act* applications to ensure that existing interests and values on Crown land are protected in authorizations for use of Crown land e.g., permitting of activities other than forestry and oil and gas developments.
- Any commercial or organized not-for-profit use of caves on Crown Land would need to be reviewed and approved by the Crown Land Authorizations Division (CLAD) under the *Land Act*.
- Caves are protected where they occur within provincial parks, Wildlife Management Areas, federal parks, and other conservation tenures on Crown Land and on private conservancies (e.g., The Nature Trust and The Nature Conservancy of Canada). In 2017, provincial protected areas totalled roughly 15 percent of the province. Spatially Managed Areas and Resource Exclusion Areas, comprising around 25 percent and 12 percent of the province, respectively, also contribute to protection measures where they overlap caves.
- Caves are protected through government policy. This is non-legal direction for inventory, assessment and management, including guidance on best management practices. For example, the Ministry of Forests, Lands, Natural Resource Operations and Rural Development maintains the provincial Karst Inventory Standards and Vulnerability Assessment Procedures and the Karst Management Handbook for British Columbia. The handbook identifies recommended best management practices when conducting forest operations on karst terrain.
- Best management practices are also available for several sectors in relation to caves as follows:

- Best Management Practices for Bats in BC
- Caving, Rock Climbing, Geocaching and other Activities Around Cave and Crevice Habitat
- Mine Developments and Inactive Mine Habitats
- Develop with Care 2014

### **B163 Cost Subsidies for the Termination of Land Use Contracts**

Whereas the requirements set out by Province of British Columbia in its Bill 17 (2014) regarding Land Use Contract Terminations create significant workload burden for municipalities;

Therefore be it resolved that the Province of British Columbia be requested to provide funding to municipalities to cover additional Planning Department workload associated with executing the requirements of Bill 17 (2014).

#### **RESPONSE: Ministry of Municipal Affairs and Housing**

In response to local governments' requests, in 2014 the Provincial Government approved legislation requiring the termination of remaining land use contracts by 2024. In developing Bill 17 (2014), the Ministry undertook significant policy analysis and engagement with local governments regarding the most effective and efficient process for the termination of land use contracts. The resulting legislative framework includes a 10-year timeframe for termination, intended to provide local governments that had multiple land use contracts with sufficient time to undertake the necessary rezonings. This sunset termination option does not require the agreement of the land owner, reducing the associated workload. The legislation also provides an early termination option for local governments interested in terminating land use contracts before the 10-year sunset.

Unfortunately, there is currently no provincial funding available to support local governments in terminating land use contracts. Ministry staff are available to support local government planning and land use questions and can be reached at [PLUM@gov.bc.ca](mailto:PLUM@gov.bc.ca).



### **B164 Foreclosed Crown Properties Restrictions**

Whereas in the Kootenays at the present time, provincial policy is to prohibit sale of crown lands, including properties under foreclosure for non-payment of taxes;

And whereas such foreclosed properties are being left derelict, often becoming unsightly and posing a fire hazard, even though there is a housing shortage;

Therefore be it resolved that this policy of non-sales or non-use on foreclosed properties be revoked and such foreclosed crown properties be offered for rent or sale.

#### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The Kootenay Boundary Region undertakes the sale of Crown land where an applicant meets the Direct Sale Procedure or Extension to Holdings Procedure criteria. The Kootenay Boundary Region does not market Crown land due to various reasons, including the interests of local First Nations, who do not support permanent alienation of Crown lands.

The provincial branch of Crown Lands does not conduct property management of escheated or absolute forfeited lands but rather accepts applications for tenure or sales of the lands.

Ministry staff currently prioritize clean-up of Crown land parcels, including foreclosed Crown properties, based on safety and environmental impacts.

## **B165 Outstanding Statutory Rights of Way**

Whereas there are many situations throughout BC where municipal utilities are located within private property and no associated statutory right of way or easement was registered against title to the property in the Land Title Office at the time of installation many years ago;

And whereas municipalities are often responsible for or are willing to assume responsibility for these utilities within private property because they are of benefit to the public and essential to the operation and maintenance of municipal services:

Therefore be it resolved that that the provincial government work with local governments to develop legislation that would permit the registration of statutory rights of way to resolve historic issues with unregistered statutory rights of way or easements for municipal utility works located within private properties in an expeditious and cost-effective manner.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

The Ministry supports local governments' efforts to perfect registration of statutory rights of way (SRW's) to protect municipal infrastructure built on private land.

Two mechanisms are presently available to those governments:

- Section 218 of the *Land Title Act* which enables municipalities to both create and register a SRW against the title of a private property either at the time of installation of municipal infrastructure or subsequently; this requires local governments to obtain the consent of landowners to establish and register the SRW's; and
- Exercise of the expropriation powers found in the *Community Charter*.

Government is not inclined to propose legislation which would unilaterally impose a charge on a private land owner without the consent of that landowner.

## **B166 Coast Forest Revitalization**

Whereas the Province of BC is undertaking a Coast Forest Sector Revitalization Initiative to rebuild solid wood and associated industries, improve harvest performance, maintain a credible auction system, foster stronger relationships between BC Timber Sales, Licensees and First Nations and restore public confidence through amendments to *the Forest and Range Practices Act*;

And whereas forests offer provisioning services such as timber, food and fuels; regulating services such as carbon sequestration that keep our planet habitable; cultural services such as recreation; core local government services including drinking water storage and filtration, stormwater management and flood control; and many other ecological processes that are vital to life yet primarily taken for granted and not accounted for;

And whereas many jurisdictions are assigning economic value to ecosystems services in forests and many other natural areas to support sustainable development, cost effective and reliable service delivery and the long-term preservation of a healthy, biodiverse ecosystem:

Therefore be it resolved that the Province of BC undertake natural capital valuations in all aspects of its forests and land resources management, starting with the Coast Forest Sector Revitalization Initiative, and demonstrably use these valuations in all related decision-making and asset management.

### **RESPONSE Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

In the development of the Coast Forest Revitalization initiative, our Ministry has undertaken an Economic Analysis of the potential impacts of the new forest policies. This analysis formed part of the decision-making package for approval of the new forest policies and the request for Coast Forest Revitalization funding from treasury board.

The analysis, however, did not undertake natural capital valuations as suggested in the resolution. With most of the new policies in the implementation phase we are currently monitoring the effects of the Coast Forest Sector Revitalization initiative and will adjust the policies as required. The Ministry will consider the UBCM resolution in economic analysis of future policy development.

## **B167 Cannabis Plants on the Agricultural Land Reserve**

Whereas the *Agricultural Land Commission Act* states "farm use" means an occupation or use of land for farm purposes, including farming of land, plants and animals and any other similar activity designated as farm use by regulation, and includes a farm operation as defined in the *Farm Practices Protection (Right to Farm) Act*;

And whereas the Agricultural Land Reserve Use, Subdivision and Procedure Regulation (the ALR Regulation) has differentiated the lawful production of cannabis from other "farm use" by limiting the structures for production, and narrowing the definition of 'necessary' activities under section 2(3), unlike any other crop in British Columbia:

Therefore be it resolved that UBCM request the provincial government to amend the ALR Regulation in order to clarify the interpretation of section 2(2.5) of the ALR Regulation regarding the lawful production of cannabis "inside a structure (a) that has a base consisting entirely of soil", and clarify that when producing cannabis in a greenhouse, it has the same meaning as "Greenhouse" under section 2(o)(i) of the Regulation. Circumscribing cannabis production in structures that are lawful by regulation for all other crops, may not withstand judicial review.

And be it further resolved that UBCM request the provincial government to amend the ALR Regulation section 2(2.5) to resemble something like the following:

(2.5) The lawful production of cannabis is designated as farm use for the purposes of the Act if produced outdoors in a field or inside a structure

- a) which has a base consisting entirely of soil, and
  - i. that is moveable in nature; or
  - ii. on a helical pile foundation; or
  - iii. whose base does not create irreversible damage to the soil.

### **RESPONSE: Ministry of Agriculture**

In July 2018, the Provincial Government adopted a policy, as reflected in a regulation under the *Agricultural Land Commission Act*, that local and First Nation governments are only prevented from prohibiting cannabis production on the Agricultural Land Reserve (ALR) if the cannabis is produced:

- a. outdoors in a field,
- b. inside a structure that has a base consisting entirely of soil,
- c. inside a structure existing and used to grow crops as of July 13, 2018, and its base is not altered to increase its size and the material used as its base is unchanged, or
- d. inside a structure under construction with all required authorizations as of July 13, 2018 and continues uninterrupted to completion, and its base is not altered to increase its size and the material used as its base is unchanged.

Local governments that are not regulated communities are able to prohibit all other methods of cannabis production using their zoning authority. First Nation governments may prohibit all other methods of cannabis production through their land use laws. No method of cannabis production on the ALR requires approval of the Agricultural Land Commission.

Prior to July 2018, no local or First Nation government could prohibit any method of lawful cannabis production. The July 2018 policy change enabled local and First Nation governments to make decisions

about cannabis production that align with local planning and community priorities while it protected methods of cannabis production that preserve the agricultural capability of the ALR.

## **B168 Agricultural Land Reserve Use Regulation**

Whereas effective February 22, 2019 the Province of British Columbia amended the *Agricultural Land Commission Act* and created the Agricultural Land Reserve Use Regulation which implemented changes in relation to residences in the Agricultural Land Reserve;

And whereas the changes limiting the total floor area of a principal residence and restricting the construction of additional residences are detrimental to farming operations and make it difficult for farm operators to operate a sustainable business by impeding succession planning, housing for family, and farm workers thereby putting the food security of our region and province at risk:

Therefore be it resolved that UBCM petition the Province of British Columbia to reinstate the previous provisions of the legislation which facilitated the construction of additional dwellings for farm help, manufactured homes for immediate family members, accommodation above an existing farm building, or a second single family dwelling.

### **RESPONSE: Ministry of Agriculture**

A key interest of the B.C. Government in making these changes to the *Agricultural Land Commission Act* (the Act) was to address mega mansions and expansive residential development that increase speculation and put the cost of farmland beyond the reach of many farmers. A feature of the changes to the Act is the new oversight role of the Agricultural Land Commission (ALC) for residential use and structures on Agricultural Land Reserve (ALR) land. These changes provide consistency to farm use decision making, additional oversight to the ALC and support farmers and ranchers to get the residential uses they need while protecting the agricultural land reserve for the business of farming.

The ALC's mandate is to preserve farmland and to encourage farming and ranching. Additional dwellings for farm use ('additional residences') are allowed under the changes to the Act through application to the ALC. Applications for these 'non-adhering residential uses' must still be reviewed by local governments to determine if they fit within local government residential development rules and requirements. If the applications fit, local governments will forward the applications to the ALC for consideration.

The Ministry of Agriculture and the ALC are meeting with people in communities across B.C. to discuss what we can do to create new economic opportunities; help new entrants get into farming' and provide more flexibility for residences on the ALR. We are seeing a common interest in protecting agricultural land but with a need to provide greater clarity, and some flexibility, around economic opportunities and residences. The engagement process was open from September 19, 2019 to November 15, 2019.

At the end of the public engagement period, the Ministry produced a "What We Heard" report that was made publicly available on January 27, 2020. The Ministry will also be advancing proposals based on the ideas coming from these sessions.

## **LR1 Enabling Viable and Competitive Transportation Network Services in Small Rural and Remote Communities**

Whereas the Province of BC has created a regulatory framework permitting transportation network services to operate in BC, which provides a passenger transportation option to address the significant public need for vehicles-for-hire and, in turn, reduce impaired driving, improve the ability of seniors and persons with barriers to access needed resources, and stimulate economic development;

And whereas the Province's regulatory framework is so onerous that it effectively prohibits the establishment of transportation network services outside of the Lower Mainland, and particularly in small, rural, and remote communities where it has the greatest potential to address areas underserved by traditional public transportation options:

Therefore be it resolved that UBCM ask the Province of BC to amend the Passenger Transportation Act to establish an area-based, tiered, regulatory solution that will enable viable and competitive transportation network services in small rural and remote communities as well as other communities outside of the Lower Mainland.

### **RESPONSE: Ministry of Transportation and Infrastructure**

The Province has worked hard to deliver on its commitment to bring transportation network services, known as ride-hail, to B.C. Ride-hailing is a complex issue and the Ministry of Transportation and Infrastructure held extensive consultations with industry stakeholders, such as the Accessibility Secretariat, BC Chiefs of Police Association, municipalities, transit authorities and passenger transportation companies to make sure ride-hailing is done right in B.C.

The changes to the *Passenger Transportation Act* and the Passenger Transportation Regulation, which came into force on September 16, 2019 allow the entry of ride-hail to B.C. and requires drivers to have a Class 4 licence and undergo a police record and driving record check. Passenger safety in the ride-hailing industry is a priority and these requirements make B.C. a leader in promoting safety in this industry.

Many companies have applied to offer ride-hailing services in B.C. and the independent Passenger Transportation Board is responsible for reviewing and issuing decisions on applications. The Board is also responsible for determining supply, boundaries and rates for ride-hail companies, and has established five regions of operation for the province. Each region has a dozen or more companies interested in offering ride-hail services, including those with rural and remote communities.

The *Passenger Transportation Act* includes a requirement for the Legislative Assembly to appoint a special committee on or before January 1, 2022. This committee will be tasked in part to review whether the Act promotes commercial passenger transportation services, including ride-hail, in small, rural or remote communities.

## **OF1 Rural Dividend Reconsideration**

Whereas the intention of the Rural Dividend program is to provide funding to support economic diversification beyond resource dependence in rural, remote and indigenous communities that are currently forest dependent,

And whereas the Rural Dividend program has been effective at diversifying economies and enabling local governments to deliver important projects,

And whereas the recent decision from the Provincial Government of BC has migrated funding from the Rural Dividend program to a reactive support for communities impacted by mill closures and curtailments,

Therefore be it resolved the UBCM request that the Province of BC reconsiders their decision to reallocate funding from the Rural Dividend program while identifying alternative funds to simultaneously deliver supports for communities impacted by mill closures and curtailments.

### **RESPONSE: Ministry of Forests, Lands, Natural Resource Operations and Rural Development**

Government is providing \$69 million in programming to assist impacted workers and communities as they face an unprecedented situation in the forestry sector. Support for this essential programming required that funding in the Rural Dividend Program (the Program) be temporarily reallocated.

Government made the decision to use the funding to provide critical supports to workers, families and communities impacted by mill closures and curtailments because there has not been another industry in British Columbia where significant job loss of this nature has been experienced.

It is important to note that the Program has been suspended, not cancelled. In Budget 2018/19 Government extended the Program until 2020/21. As a result, further application intake periods are anticipated. Applications submitted in the 2019 intake period will be retained for future vetting and funding consideration.

The Ministry of Forests, Lands, Natural Resource Operations and Rural Development (FLNRORD) is aware that funded projects have had a significant impact on economic development and diversification in rural BC. As a result, Program staff remain active in supporting and monitoring previously funded projects.

Program staff have worked with colleagues across other ministries to identify options for alternative funding, with an emphasis on community economic development and diversification. A list of alternative funding sources is now posted on the Program website at <https://www.gov.bc.ca/ruraldividend>.

Additionally, FLNRORD Regional Economic Operations staff are also available to provide support for the development and implementation of economic priorities in rural B.C.



THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
**CORPORATE REPORT**



**DATE:** November 8, 2021

**TO:** Mayor and Council

**FROM:** Jacquie Johnstone, Director, Human Resources

**SUBJECT:** 2021Annual CAO Performance Review

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**RECOMMENDATION**

THAT Council receive for information the corporate report dated November 8, 2021 from the Director, Human Resources, titled "2021 Annual CAO Performance Review" outlining the review process for 2021.

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**EXECUTIVE SUMMARY**

In accordance with Council Policy #126 – Chief Administrative Officer (CAO Annual Performance Review) attached as Appendix A, Mayor and Council are to conduct a formal performance review of the CAO on an annual basis. This review is to provide Council the opportunity to assess the CAO's performance for the prior year and to clarify goals and expectations for the upcoming year.

**INTRODUCTION/BACKGROUND**

In 2020, the CAO performance review process was reviewed by Council to include a 360-review process as part of the annual review and outside key stakeholder interviews every second year. Both elements were incorporated into the CAO's 2020 review and administered by Tekara Organizational Effectiveness Inc. (Tekara).

In 2021, the 360-review process will be administered again by Tekara and invitations are ready to be sent out by the CAO to the participants who include all Council, the CAO's direct reports, and six to eight skip-level staff. The 360 survey can start as early as November 15, 2021 and will be open for a two-week period. Each participant's data will be anonymous and confidential. As it was last year, the CAO will then be debriefed on the feedback and findings, followed by the Mayor and the Governance Committee Chair, who oversees the overall process. Council will then be debriefed at an in-camera session. All debriefings will be scheduled when the consultant is next available, which is the third week in January 2022.

Also, as part of the annual performance review process, the CAO will provide Mayor and Council with an update of his current year's workplan and personal assessment of his learning and development plans. This is to be presented by the CAO as a confidential report to Council prior to the formal performance review which will follow the consultant's debriefing in January 2022.

### **FINANCIAL IMPLICATIONS**

The 360-review process will be at a cost of \$4,300.

### **CONCLUSION**

The Annual CAO performance review process includes a 360-review process and a self-assessment by the CAO. Both elements of the 2021 review process can be commenced immediately and with a projected completion date of January 2022.

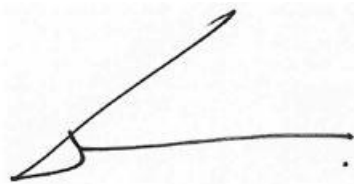
Respectfully submitted,



Jacquie Johnstone  
Director of Human Resources

### **Comments from the Chief Administrative Officer**

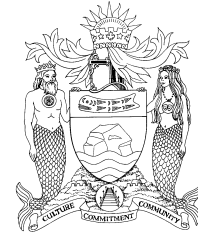
This corporate report is provided for information purposes.



Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Council Policy #126 - Chief Administrative Officer (CAO Annual Performance Review)

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
15322 BUENA VISTA AVENUE, WHITE ROCK, B.C. V4B 1Y6



**POLICY TITLE: CHIEF ADMINISTRATIVE OFFICER (CAO)  
ANNUAL PERFORMANCE REVIEW**

**POLICY NUMBER: COUNCIL – 126**

<i>Date of Council Adoption:</i> March 7, 2011	<i>Date of Last Amendment:</i> January 28, 2019
<i>Council Resolution Number:</i> 2011-096, 2011-234, 2013-082, 2015-214, 2019-042	
<i>Originating Department:</i> Human Resources	<i>Date last reviewed by the Governance and Legislation Committee:</i> January 14, 2019

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**Policy:**

1. Mayor and Council will conduct a formal performance review (review) of the Chief Administrative Officer (CAO) on an annual basis. The review will be completed no later than December 31 annually. During a provincially scheduled election year the review will be completed not less than 90 days prior to the date of the election. The review will provide Council the opportunity to assess the CAO's performance for the prior year and to clarify goals and expectations for the upcoming year.
2. As part of the review, Mayor and Council will ensure that the CAO is advised on areas needing improvement, where necessary, and that the CAO receives recognition for satisfactory or outstanding performance.
3. The performance review process will include Mayor and Council's assessment of the CAO's performance in meeting the annual goals of the City.
4. The annual goals are to be based on the corporate goals set by Mayor and Council for the year and may include the CAO's personal learning and development plans. Performance measurements are to be defined within Mayor and Council's goal setting process or defined through the corporate performance measurement process.
5. The CAO will provide a self-assessment on both the competencies and performance sections of the annual review process as a confidential report to Council prior to the formal performance review.
6. Mayor and Council will provide feedback to the CAO regarding their performance on an ongoing basis, pointing out strengths and areas requiring improvement. This information may be gathered through technological means and shared on an ongoing basis with the CAO and may be used as part of the review.

**Rationale:**

The CAO's Employment Agreement requires the annual evaluation of the employee's performance. Not only is it required by the CAO Employee Agreement, but such evaluation is important in order to maintain an effective Council and CAO relationship. As the Employer, Mayor and Council has an obligation to relate to the CAO their desire for him or her to focus on particular community needs, projects and priorities. These needs, projects and priorities are not an individual Council member's direction, but the agreed direction of Mayor and Council. As well, the Employer has the responsibility to clearly communicate to let the CAO know that his or her contributions are recognized and acknowledged.

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** November 8, 2021

**TO:** Mayor and Council

**FROM:** Greg Newman, Acting Director, Planning and Development Services

**SUBJECT:** Completion of Development Prerequisites for Adoption of Zoning Amendment Bylaw No. 2361, 14234 Malabar Avenue (ZON&MIP 19-005)

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**RECOMMENDATION**

THAT Council receive the November 8, 2021 report from the Acting Director of Planning and Development Services, titled "Completion of Development Prerequisites for Adoption of Zoning Amendment Bylaw No. 2361, 14234 Malabar Avenue (ZON&MIP 19-005)."

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**EXECUTIVE SUMMARY**

This report confirms the satisfaction of the City's prerequisites necessary to grant final approval to "White Rock Zoning Bylaw, 2012, No. 2000 Amendment (RS-4 – 14234 Malabar Avenue) Bylaw 2020, No. 2361." The rezoning will enable the subdivision of the property at 14234 Malabar Avenue and the construction of a single family detached home on each resultant lot. In addition to the rezoning application, the proposal is subject to a minor (environmental) development permit related to works within 30 metres of a watercourse. The minor development permit was issued by the City Manager in June, 2021 to enable the demolition of the existing dwelling. The permit required the installation of sediment and erosion controls to prevent against potential impacts to the watercourse. These controls were installed and maintained in accordance with the terms and conditions of the permit. The Applicant has also now entered into a servicing agreement and posted related securities to the satisfaction of the City's Engineering and Operations Department. With the prerequisites now being addressed, Council may consider the issuance of the zoning amendment bylaw (Bylaw No. 2361), which is provided later in the Regular Council agenda.

**PREVIOUS COUNCIL DIRECTION**

Resolution # & Date	Resolution Details
2020-559 November 9, 2020	THAT Council: <ol style="list-style-type: none"><li>1. Give first and second reading to "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361"; and</li><li>2. Direct staff to schedule a public hearing for "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361".</li></ol>

2021-064 February 8, 2021	THAT Council give third reading to "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361".
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### **INTRODUCTION/BACKGROUND**

On November 9, 2020, Council gave first and second reading to “White Rock Zoning Bylaw, 2012, No. 2000 Amendment (RS-4 – 14234 Malabar Avenue) Bylaw 2020, No. 2361,” being a bylaw to amend City of White Rock Zoning Bylaw, 2012, No.2000. During the same meeting Council directed staff to host the statutory public hearing. Prior to the November meeting the City’s Land Use and Planning Committee considered the proposal and recommended prerequisites for approval as follows:

1. Ensure that all engineering requirements and issues, including completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations; and
2. Demolition of the existing home.

Regarding Item 1 above, the Applicant has now entered into a Works and Servicing Agreement with the City’s Engineering and Municipal Operations Department. Further, the Applicant has posted securities as a measure of ensuring works within the City’s boulevard are completed in accordance with approved civil designs.

Regarding Item 2, the demolition of the home has now been completed. It is noted that in addition to the rezoning request the proposal is subject to a minor (environmental) development permit necessitated by the fact that portions of the property fall within 30 metres of a watercourse. Authority for the approval of minor development permits has been delegated to the City Manager pursuant to Section 19 of the City’s Planning Procedures Bylaw. The permit was approved by the City Manager in June, 2021, to enable the demolition of the existing home. Prior to the issuance of a demolition permit, the Applicant was required to retain a qualified environmental professional (QEP) and implement sediment and erosion controls around the perimeter of the property. These controls were implemented and the QEP verified the retention of such controls throughout demolition activity.

The Applicant has now resolved the prerequisites necessary to allow Council to grant final adoption of Bylaw No. 2361.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

The rezoning and minor development permit applications were circulated to internal City departments and comments requiring a response / resolution by the proponent have been addressed.

### **CLIMATE CHANGE IMPLICATIONS**

The Application will enable the modest intensification of a mature neighbourhood thereby lessening the demand for outward sprawl otherwise necessary to accommodate growth.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The proposal is generally aligned with the Corporate Vision established as part of Council's Strategic Priorities, particularly with respect to protecting the environment, and supporting a community where people can live, work, and play in an enjoyable atmosphere.

### **OPTIONS / RISKS / ALTERNATIVES**

There are not identifiable risks to proceeding with final adoption of the Bylaw.

### **CONCLUSION**

This report confirms that the Applicant has completed the development prerequisites necessary prior to final adoption of the bylaw. Council may now consider final adoption of Bylaw No. 2361.

The Bylaw appears later in the Regular Council agenda.

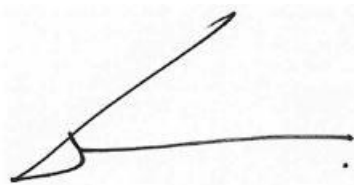
Respectfully submitted,



Greg Newman, MCIP, RPP  
Acting Director, Planning and Development Services

### **Comments from the Chief Administrative Officer**

This corporate report is provided for information purposes.



Guillermo Ferrero  
Chief Administrative Officer

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
CORPORATE REPORT



**DATE:** November 8, 2021

**TO:** Mayor and Council

**FROM:** Greg Newman, Acting Director, Planning and Development Services

**SUBJECT:** Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)

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**RECOMMENDATION**

THAT Council receive the corporate report, titled "Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050)" for consideration, and pass the following resolution:

"That the report titled Review of Metro Vancouver's Draft Regional Growth Plan (Metro 2050) containing the City of White Rock's comments on the July 2021 version of Metro 2050, the draft regional growth strategy, be forwarded to the Metro Vancouver Board of Directors for consideration."

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**EXECUTIVE SUMMARY**

City staff have undertaken a review of "Metro 2050," being a growth plan (the "Plan") prepared by Metro Vancouver, the body and corporate entity which provides planning services to the region. Appendix A to this report includes several general comments on the Plan. Staff recommend that these comments be provided to Metro Vancouver along with a formal resolution of Council endorsing the comments. A second resolution will be required once Metro 2050 is adopted by the regional Board of Directors. Once the regional growth plan is adopted, the City of White Rock's Regional Context Statement, located within the Official Community Plan, must be updated; the *Local Government Act* requires that the Regional Context Statement be updated within two years of the adoption of the regional growth plan (Metro 2050).

**PREVIOUS COUNCIL DIRECTION**

Not Applicable.

**INTRODUCTION/BACKGROUND**

Metro Vancouver is the political body and corporate entity established under provincial legislation as a 'regional district.' The district itself is made up of 21 municipalities, one Electoral Area and one Treaty First Nation. Metro Vancouver ('Metro') provides regional-scale services to those within its jurisdiction. These services, where not provided locally, include wastewater treatment, solid waste management, and drinking water. Metro also plays a pivotal role in helping to manage urban growth and a regional parks system, provide affordable housing, and regulate air quality. The regional district is governed by a board of directors made up of elected officials from each local authority.



In 2019, Metro Vancouver began a review of its regional growth strategy, titled "Metro Vancouver 2040: Shaping our Future." The strategy establishes a vision for progressively managing growth considering diverse and affordable housing, transit and mobility, resilient employment, healthy ecosystems, secure agricultural lands, the impacts of climate change and other matters. The updated (draft) regional growth strategy, titled "Metro 2050" was released for comments in June, 2021. The strategy is largely structured around five key goals including:

1. Create a Compact Urban Area
2. Support a Sustainable Economy
3. Protect the Environment and Respond to Climate Change and Natural Hazards
4. Provide Diverse and Affordable Housing Choices
5. Support Sustainable Transportation Choices

On October 4, 2021, Metro hosted a digital open house to enable White Rock residents to learn more about Metro 2050 and to ask questions of Metro staff. Following the open house, Metro staff attended a meeting of Council to present the regional growth strategy. Over the past month, City staff have been reviewing Metro 2050 to identify topics and policy directives that may affect land use and development activities in White Rock. Appendix A to this report identifies specific policies within the draft strategy that staff believe to be of particular interest to White Rock. Where a policy is identified, staff have offered commentary for Council's endorsement, or revision. This report recommends that the commentary provided herein be circulated to Metro Vancouver's Board of Directors for consideration. The deadline for providing comments on the draft regional growth plan is November 26, 2021.

### **FINANCIAL IMPLICATIONS**

Not Applicable.

### **LEGAL IMPLICATIONS**

Part 13 of the *Local Government Act* establishes the legal framework for the preparation, scope (contents), and implementation of "regional growth strategies." The Act requires that affected local governments accept the regional growth strategy by way of a resolution. Currently, Metro Vancouver is seeking comments on the draft strategy by way of Council resolution. A subsequent resolution providing support for the final draft of the strategy will be sought later. While there are no immediate legal implications as it relates to commenting on the draft strategy, the City will eventually be required to update the "Regional Context Statement," included in its Official Community Plan (OCP) once Metro 2050 is adopted. Note that Section 446 of the *Local Government Act* requires that municipalities update their regional context statement, through OCP amendment, within two years of the adoption of the regional strategy.

### **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The regional growth strategy is being prepared by Metro Vancouver. Over the past two years Metro has undertaken a series of community engagement events to solicit feedback on draft versions of Metro 2050. The project webpage for this undertaking ([Metro 2050](#)) includes a detailed breakdown of the engagement work undertaken.

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Not Applicable.

### **CLIMATE CHANGE IMPLICATIONS**

Strategy 3.4 within Metro 2050 includes a series of policy directives aimed at combating the causes of, and impacts resulting from, climate change. Staff believe that Metro Vancouver will serve as an important resource in assisting local governments with the evaluation of natural hazards that may become more prevalent due to climate change (e.g., sea level rise, slope instability, etc.). Furthermore, the strategies within Metro 2050 recognize the role that the region can play in advocating to the province and federal governments for improved legislation and guidelines that will aid in matters such as flood hazard management, improved building codes and standards, modernized emergency preparedness, and funding to assist local governments in planning for climate change impacts.

### **IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT**

There are several strategies and policy directives within Metro 2050 that encourage an increase to the overall tree canopy within the region. While staff support such directives, consideration should be given to the unique composition of each local government as the capacity to support increases to the canopy are partly dependent on the availability of lands to support tree planting. It may be unrealistic to think that White Rock, for example, will be able to increase the proportion of its tree canopy to the same degree as less urban jurisdictions such as the Township of Langley and Electoral District A. Staff do believe, however, that there is merit to setting regional-level goals for tree canopy increase.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The over-arching objectives of Metro 2050 are aligned with many of Council's strategic priorities and efforts to provide White Rock citizens with a high quality of life. These include policy directives focused on nurturing the environment, efforts to protect humans from natural hazards, measures to promote transit use, and initiatives to help address climate change. Throughout Metro 2050, the regional district also recognizes the role they can play in advocating to higher levels of government for supports, particularly as they relate to legislative controls, funding, and technical resources. Council may wish to leverage these supports due to resourcing limitations inevitable in a smaller jurisdiction.

### **OPTIONS / RISKS / ALTERNATIVES**

The following alternate options are available to Council:

1. Direct staff to modify the comments in Appendix A prior to sending comments to Metro.
2. Direct staff not to provide comments on the regional growth plan.

### **CONCLUSION**

City staff have undertaken a review of Metro 2050, being the growth plan for the region. The comments presented in Appendix A recognize several policies of the Plan which relate to local, White Rock interest. Overall, staff believe Metro 2050 to be a well-established plan for the

region and recommend that Council provide a resolution offering the comments as presented in this corporate report.

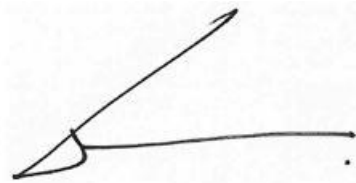
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Greg Newman". The signature is fluid and cursive, with a long horizontal stroke at the end.

Greg Newman, MCIP, RPP  
Acting Director, Planning and Development Services

**Comments from the Chief Administrative Officer**

I concur with the recommendation of this corporate report.

A handwritten signature in black ink, appearing to read "Guillermo Ferrero". The signature is stylized, with a large, sweeping "G" and a horizontal line extending to the right.

Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Comments on Regional Growth Plan "Metro 2050"

## Appendix A: Comments on Regional Growth Plan “Metro 2050”

	Policy / Section Reference	Comments
1	<p><b>[Metro Vancouver will:]</b></p> <p><b>1.1.4</b> Work collaboratively with the Federal Government, the Province, TransLink, BC Transit, and adjacent regional districts to study how interregional transportation connections can be supported and enhanced.</p> <p><b>1.2.2</b> Work with member jurisdictions, TransLink, other governments and agencies to support the development and delivery of effective regional transportation networks and services that support the growth and development of Urban Centres, Frequent Transit Development Areas, and Major Transit Growth Corridors.</p> <p><b>[TransLink will:]</b></p> <p><b>1.2.26</b> Collaborate with member jurisdictions and other stakeholders on the expansion of the Frequent Transit Network, Major Transit Network, and new transit stations, and avoid expansion of permanent transit infrastructure into hazardous areas. Where risk is unavoidable, such as in existing settlements, use risk-mitigation or climate change adaptation strategies in the expansion of transit infrastructure.</p>	<p>The City of White Rock encourages Metro Vancouver to explore opportunities to enhance interregional transportation through improved public transit service and the use of established railway networks.</p> <p>Over the long term there may be merit in exploring the feasibility of defining a Frequent Transit Development Area along North Bluff Road (16 Avenue), between Johnston Road (151 Street) and Stayte Road (160 Avenue), as this arterial roadway serves access to the Peach Arch Hospital and is positioned between areas of planned growth in the City of Surrey and White Rock.</p>
2	<p><b>[Metro Vancouver will:]</b></p> <p><b>1.1.5</b> Ensure that sea level rise, flood risk, and other natural hazards have been considered and that a plan to mitigate any identified risks is in place when approving applications submitted by the respective member jurisdiction related to new sewers, drains or alterations, connections, or extensions of sewers or drains.</p> <p><b>1.2.23</b> Advocate to the Province, Health Authorities, and TransLink, requesting continued efforts to develop guidance on community design, appropriate setbacks, and building standards along the Major Roads Network, Major Transit Network, railways, and Federal and Provincial Highways to minimize public exposure to unhealthy levels of noise, vibration, and pollution.</p> <p><b>3.2.3</b> Manage Metro Vancouver assets and collaborate with member jurisdictions, First Nations, and other agencies to:</p> <p><b>b)</b> identify ecosystems that may be vulnerable to climate change and natural hazard impacts as part of regional multi-hazard mapping in Action 3.4.2 a);</p>	<p>The City encourages Metro Vancouver to undertake / lead technical studies which evaluate the potential for risks arising as a result of climate change. Portions of the City of White Rock are recognized as being at risk of flooding. Sea level rise has the potential to place additional lands at risk of natural hazards. Small municipalities do not have the depth of resources necessary to advance technical studies of these potential hazards and therefore look to the region for leadership / support.</p> <p>Re: Policy 1.2.23, White Rock encourages the region to advocate towards the definition of land use standards and guidelines which will help protect</p>

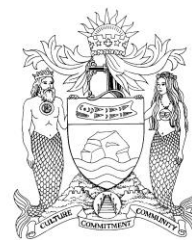
## Appendix A: Comments on Regional Growth Plan “Metro 2050”

	Policy / Section Reference	Comments
	<p><b>3.4.2</b> Work with the Integrated Partnership for Regional Emergency Management, the Federal Government, the Province, First Nations, TransLink, member jurisdictions, adjacent regional districts, and other stakeholders, as appropriate, to:</p> <p><b>a)</b> collaboratively develop and share information and data related to hazards, risks, and vulnerabilities in the Metro Vancouver region, which may include preparing a regional multi-hazard map, and identifying and coordinating priority actions, implementation strategies, and funding mechanisms;</p>	public interests, particularly as they relate to land use along railway corridors.
3	<p><b>1.3.2</b> Provide technical advice, assistance, research, and data to member jurisdictions and other agencies to improve air quality, reduce greenhouse gases, increase access to community services, and to better understand the health and social equity aspects of land use and infrastructure decisions.</p>	White Rock supports the role of the region in providing supports to local government regarding technical matters for which in-house expertise may be limited.
4	<p><b>3.2.1</b> Implement the strategies and actions of the regional growth strategy that contribute to regional targets to:</p> <p><b>b)</b> increase the total tree canopy cover within the Urban Containment Boundary from 32% to 40% by the year 2050.</p> <p><b>3.2.7</b> Adopt Regional Context Statements that:</p> <p><b>a)</b> identify local ecosystem protection and tree canopy cover targets, and demonstrate how these targets will contribute to the regional targets in Action 3.2.1;</p>	White Rock supports opportunities to enhance the tree canopy. Metro 2050 should, however, acknowledge the limited capacity of some local governments to realize the targets established in light of contextual (compositional) factors. White Rock, for example, is a small, densely developed municipality with limited undeveloped green spaces. The ability to enable increased density while supporting canopy enhancement can be challenging. It is understood the regional plan is establishing targets which will be monitored over time.
5	<p><b>[Member jurisdictions will:]</b></p> <p><b>3.3.7</b> Adopt Regional Context Statements that:</p> <p><b>a)</b> identify how local land use and transportation policies will contribute to meeting the regional greenhouse gas reduction target of 45% below 2010 levels by the year</p>	This policy does not provide clear enough direction. Is the region looking for policies which, for example, broadly support lessened reliance on private automobile use and more energy efficient building design, or is the

## Appendix A: Comments on Regional Growth Plan “Metro 2050”

	Policy / Section Reference	Comments
	2030 and achieving a carbon neutral region by the year 2050;	policy seeking local directives which enable a quantified measure of GHG reduction? If the expectation is the latter White Rock would look for greater clarity to be incorporated into the policy.
6	<p><b>[Metro Vancouver will:]</b></p> <p><b>4.1.6</b> Advocate to the Province to provide funding to support member jurisdictions in the development and update of housing strategies or action plans that are aligned with housing needs reports or assessments.</p> <p><b>4.2.6</b> Advocate to the Province for expanded measures to address housing speculation and vacant homes as a means of increasing long-term rental options, and bringing unoccupied housing into the secondary rental market.</p>	White Rock is strongly supportive of efforts by the region to advocate for funding and other interventions which will aid in the execution of local affordable housing strategies and measures that protect the affordability of housing, and the depth of housing options, for all current and future residents.

THE CORPORATION OF THE  
**CITY OF WHITE ROCK**  
**CORPORATE REPORT**



**DATE:** November 8, 2021

**TO:** Mayor and Council

**FROM:** Greg Newman, Acting Director, Planning and Development Services

**SUBJECT:** Consideration of First Three Readings of “White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408”

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**RECOMMENDATIONS**

THAT Council:

1. Give the first three readings to White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408 and that final adoption of the Bylaw be given at the next regular meeting of Council; and
  2. Endorse the Tenant Relocation Plan included as Appendix A to this corporate report dated November 8, 2021, from the Acting Director, Planning and Development Services, titled “Consideration of First Three Readings of “White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408.”
- 

**EXECUTIVE SUMMARY**

On July 12, 2021, Council gave third reading to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 -1485 Fir Street) Bylaw, 2020, No. 2363” which, if adopted, will allow for the construction of a six-storey, 80-unit rental apartment at 1485 Fir Street. The property is currently occupied by a three-storey 25-unit rental apartment building. Efforts to support existing tenants through the process of redevelopment have been undertaken in accordance with the City’s Tenant Relocation Policy (i.e., Policy No. 514).

This corporate report presents White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408. The Bylaw, if adopted, will help secure 25 units for returning tenants in addition to four (4) “rent controlled units” which will add further housing affordability to the project. The Bylaw establishes maximum permitted rents and a requirement that all 80 units remain rental in tenure over the life of the building. The Bylaw also sets obligations on the Owner to support tenants through the redevelopment process, including the allocation of tenant compensation in accordance with Policy No. 514. As a complement to the Bylaw, the Owner has prepared a Tenant Relocation Plan. The Plan provides further clarity to tenants regarding the supports available to assist them through the redevelopment. The Housing Agreement Bylaw introduced in this report has been reviewed by the City’s external legal counsel, and the Applicant’s solicitor, and is considered a strong mechanism for the implementation of the City’s Tenant Relocation Policy.

## **PREVIOUS COUNCIL DIRECTION**

The following table summarizes Council’s decision-making as it relates to the zoning bylaw amendment and major development permit applications tied to the proposal.

<b>Motion # &amp; Meeting Date</b>	<b>Motion Details</b>
2020-527 Oct 5, 2020	<p>THAT Council give first and second readings to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 -1485 Fir Street) Bylaw, 2020, No. 2363” as presented, and direct staff to schedule the required Public Hearing;</p> <p>THAT Council direct staff to resolve the following issues prior to final adoption, if Bylaw No. 2363 is given Third Reading after the Public Hearing:</p> <ol style="list-style-type: none"><li>Ensure that all engineering requirements and issues, including dedication of a 5.0 metre by 5.0 metre corner cut on the corner of the site at Fir Street and Russell Avenue, intersection improvements including ‘watch for pedestrian’ signage as well as tactile paving on the northwest and northeast corners of George Lane and Thrift Avenue, and completion of a servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;</li><li>A Tenant Relocation Plan and adoption of a Housing Agreement Bylaw are finalized; and</li><li>The consolidation of existing three lots and the demolition of the existing residential building occurs; and</li></ol> <p>THAT pending adoption of “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 – 1485 Fir Street) Bylaw, 2020, No. 2363,” Council consider issuance of Development Permit No. 432 for 1485 Fir Street.</p>
2021-268 May 10, 2021	<p>THAT Council gives second reading to “White Rock Zoning Bylaw, 2012, No. 2000, Amendment (CD-64 – 1485 Fir Street), 2020, No. 2363”, as amended.</p>
2021-042 February 8, 2021	<p>THAT Council give third reading to "White Rock Zoning Bylaw 2012, No. 2000, Amendment (CD-64 - 1485 Fir Street) Bylaw, 2020, No. 2363."</p>

## **INTRODUCTION/BACKGROUND**

In 2019, the City received concurrent applications for zoning bylaw amendment and a major development permit which, if approved, will allow for the construction of a six-storey, 80 unit rental apartment building at 1485 Fir Street. The property is currently occupied by a 25 unit three-storey rental building known as “White Birch Apartments.” Bylaw No. 2363, being a Bylaw to amend City of White Rock Zoning Bylaw, 2012, No. 2000 to enable the redevelopment, received third reading on February 8, 2021. In preparing the Bylaw for Council’s consideration, staff noted the following pre-adoption requirements:

- Ensure that all engineering requirements and issues, including dedication of a 5.0 metre by 5.0 metre corner cut on the corner of the site at Fir Street and Russell Avenue, intersection improvements including ‘watch for pedestrian’ signage as well as tactile paving on the northwest and northeast corners of George Lane and Thrift Avenue, and completion of a



servicing agreement, are addressed to the satisfaction of the Director of Engineering and Municipal Operations;

- b) A Tenant Relocation Plan and adoption of a Housing Agreement Bylaw are finalized; and
- c) The consolidation of existing three lots and the demolition of the existing residential building occurs.

As noted under item “(b)” above, a Tenant Relocation Plan and Housing Agreement Bylaw must be finalized prior to the approval of the zoning amendment bylaw. The Tenant Relocation Plan recognizes the Owner’s obligations as they relate to giving notice to tenants of the redevelopment proposal and the availability of assistance to aid in relocation during demolition and construction. A copy of the final Tenant Relocation Plan is included as Appendix A. It is worth noting that the Owner has provided additional information regarding local and provincial supports available to assist tenants with particular vulnerabilities / needs.

The purpose of the Housing Agreement Bylaw is to ensure that the terms of City’s Tenant Relocation Policy are upheld, particularly as they relate, in this case, to:

1. securing 25 units for returning tenants at rates below market rent, with the rental rate discounted relative to preceding length of tenancy (i.e., between 20% and 30%);
2. discounting rents by 10% within those units which are not occupied by a returning tenant, with the rates being tied to the units for the life of the building;
3. securing four (4) units with rent controls that set maximum rents at average rents for the unit type within White Rock as determined through the Canada Mortgage and Housing Corporation’s (CMHC) annual Rental Market Survey; and
4. securing all 80 units as rental tenure units for the life of the building.

Table 1.0 below summarizes the key components of the Housing Agreement Bylaw and their alignment with the City’s Tenant Relocation Policy. The Bylaw itself, being “White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408,” is included separately on the regular Council agenda for consideration of the first three readings.

**Table 1: Review of Housing Agreement Bylaw against Tenant Relocation Policy (Policy No. 514)**

Tenant Relocation Policy Reference	Housing Agreement Bylaw Reference
<p><b>1.5 Compensation</b></p> <p>Financial compensation must be provided to displaced tenants based on the length of their tenancy. The Policy includes a “Compensation Table” which outlines the number of months’ rent to be paid to tenants based on their “Length of Tenancy (in years)”. For example, a tenant who, at the time of receiving notice of the application, had lived in the building for three years would be entitled to 10 months’ rent whereas someone who had lived in the building for 20 years would be entitled to 34 months’ rent. Payment of compensation, as noted in the Policy, must be made “no later than the termination of tenancy”.</p>	<p>Section 2.1 of the Housing Agreement Bylaw requires that Owner “covenants and agrees that”:</p> <p>(a) the Lands will not be developed and no building or structure will be constructed or used on the Lands unless as part of the development, construction, or use of any such building or structure, the Owner also designs and constructs to completion, in accordance with a building permit issued by the City, any development permit issued by the City and, if applicable, <u>any rezoning consideration applicable to the development</u> on the Lands, at least twenty-five (25) Rental Replacement Units and four (4) Rent Controlled Rental Units; and</p> <p>Further, Section 2.2 (b) of the Bylaw provides that the “Owner covenants and agrees that:”</p> <p>(b) it will provide every Eligible Tenant with the notice, moving expenses and assistance and <u>other benefits and</u></p>

Tenant Relocation Policy Reference	Housing Agreement Bylaw Reference																								
<p>Section 49 (2)(b) of the Province’s <i>Rental Tenancy Act</i> requires a minimum of four (4) months’ notice of any intention to end tenancy to demolish a rental unit “if the landlord has all the necessary permits and approvals required by law”. The City’s Tenant Relocation Policy (Section 1.3(b)) requires that “Formal Notice” be provided to tenants a minimum of two months from the issuance of a demolition permit; the Provincial requirement of four months prevails.</p> <p>Ultimately, tenants must be provided compensation on or before the date they are required to vacate the building to accommodate demolition and they must have received at least four months’ notice of this need to vacate following the landlords receipt of a demolition permit.</p>	<p><u>assistance set out in the Tenant Relocation Plan</u>; [and]</p> <p>(c) it will in all other respects comply with and fulfil the terms and conditions set out in the Tenant Relocation Plan;</p> <p>In addition to executing the Housing Agreement Bylaw the Owner is required to finalize a Tenant Relocation Plan. This Plan must include the following details as outlined in the City’s Tenant Relocation Policy:</p> <ol style="list-style-type: none"> <li>1. Occupancy Report</li> <li>2. Vulnerable Tenants Approach</li> <li>3. Tenant Communication Strategy</li> <li>4. Tenant Relocation Coordinator</li> <li>5. Compensation</li> <li>6. Relocation Assistance</li> <li>7. First Right of Refusal</li> </ol> <p>The Owner’s final Tenant Relocation Plan will be presented to Council in tandem with confirmation of the satisfaction of other pre-adoption requisites (i.e., the assembly of existing parcels and execution of a Works and Servicing Agreement). The final Plan will be used in concert with the terms of the Housing Agreement Bylaw to ensure tenants are adequately accommodated through redevelopment.</p>																								
<p><b>1.7 First Right of Refusal</b> must be given to all displaced tenants at rents below starting market rent for a similar unit in the development for a period of one (1) year, after which rents may increase in accordance with the <i>Residential Tenancy Act</i> (British Columbia):</p> <table border="1" data-bbox="204 1335 761 1948"> <thead> <tr> <th>Length of Tenancy (in years)</th><th>% Below Market Rent</th></tr> </thead> <tbody> <tr> <td>Less than 1</td><td>20%</td></tr> <tr> <td>1</td><td>21%</td></tr> <tr> <td>2</td><td>22%</td></tr> <tr> <td>3</td><td>23%</td></tr> <tr> <td>4</td><td>24%</td></tr> <tr> <td>5</td><td>25%</td></tr> <tr> <td>6</td><td>26%</td></tr> <tr> <td>7</td><td>27%</td></tr> <tr> <td>8</td><td>28%</td></tr> <tr> <td>9</td><td>29%</td></tr> <tr> <td>10 or more</td><td>30%</td></tr> </tbody> </table>	Length of Tenancy (in years)	% Below Market Rent	Less than 1	20%	1	21%	2	22%	3	23%	4	24%	5	25%	6	26%	7	27%	8	28%	9	29%	10 or more	30%	<p>The requirement to provide “first right of refusal” for displaced tenants is satisfied by Section 2.2 (a) of the Housing Agreement Bylaw. Schedule B to the Bylaw establishes “Permitted Rents” in accordance with the City’s Tenant Relocation Policy with details as follows:</p> <ul style="list-style-type: none"> <li>• <b>25 Replacement Units:</b>  “Replacement Rental Units” [<u>returning tenant</u>] – rents set at initial maximum of \$1,500 for a one-bedroom unit and \$2,000 for a two-bedroom unit with reductions per Policy 514 (i.e., 20% – 30% reductions) based on the tenant’s preceding length of tenancy.  “Replacement Rental Units” [<u>non-returning tenant</u>] – held at 10% below market rent charged for similar unit in the Development for the life of the building.</li> </ul> <p>In addition to the units made available for displaced tenants, the Bylaw recognizes four (4) “rent controlled rental units” for those who satisfy an “Income Threshold” as defined in Section 1.1 (g) of the Bylaw (i.e., gross household income being no greater than 80 percent of the median household income in the City – <i>per 2016 Census median household income in White Rock was \$62,344</i>;</p>
Length of Tenancy (in years)	% Below Market Rent																								
Less than 1	20%																								
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Tenant Relocation Policy Reference	Housing Agreement Bylaw Reference
	<p><i>\$49,875 at 80 percent</i>). The provision of these four (4) “Rent Controlled Rental Units” is secured by Section 2.1 (a) of the Bylaw and the “Permitted Rents”, as outlined in Schedule B:</p> <ul style="list-style-type: none"> <li> <b>Four (4) “Rent Controlled Rental Units”</b>  “Rent Controlled Rental Units” are those rented to “Income Tested” Tenants and tied to the average rent for the unit type in White Rock as determined by CMHC’s most recent Rental Market Survey. The rates are secured for a period of 10 years following occupancy of the building. After 10 years there is no maximum rent limit tied to the unit. </li> </ul> <p>Note that “Permitted Rents”, as defined in the Bylaw, can be increased annually “in accordance with any maximum positive change authorized under the <i>Residential Tenancy Act</i> (British Columbia) between January 1, 2022 and the month in which the rent is being increased, and may be further increased with the prior written consent of the City to cover unexpected increases in operating, maintenance and servicing costs.”</p> <p>With the exception of the 25 Replacement Units and the 4 Rent Controlled Rental Units, all remaining 51 units are considered “Secured Rental Units” for which there is no maximum rent set in the Bylaw.</p>

As noted in Table 1.0, the Housing Agreement Bylaw will be used to secure 25 units for returning tenants in addition to providing four (4) “rent controlled rental units” which will be tied to average rental rates for similar units within the White Rock area, as determined through CMHC’s annual Rental Market Report; the average rent tied to the four “rent controlled rental units” would be secured by the Bylaw for a period of 10 years following the occupancy of the building. Rental rates tied to those 25 rental units set aside for returning rates, if not occupied by a returning tenant, will be held at 10 percent below market rates for a similar, one or two-bedroom unit, within the Development for the life of the building.

The final Tenant Relocation Plan, included as Appendix A, will help complement the terms of the Housing Agreement Bylaw by specifying to existing tenants their rights pursuant to Policy 514. This Plan includes an acknowledgement of the levels of compensation available to existing tenants, the relocation assistance to be provided by the developer, and the name and contact information of a Tenant Relocation Coordinator who will assist tenants through the redevelopment process. The Plan also acknowledges the availability of housing-related services as provided by the Fraser Health Authority and BC Housing. Finally, consistent with the Housing Agreement Bylaw, the Plan recognizes the “first right of refusal” for displaced tenants to return to the new development at rates ranging from 20 to 30 percent below the market rent attributed to the new development. Overall, staff believe the Tenant Relocation Plan and the Housing Agreement Bylaw will help secure the rights of existing tenants as they relate to the matters outlined in the City’s Tenant Relocation Policy.

## **FINANCIAL IMPLICATIONS**

The City of White Rock’s Density Bonus / Amenity Contribution Policy (‘Policy No. 511’) provides that a community amenity contribution (CAC) is required for every development in the Town Centre Transition land use designation which exceeds 1.5 FAR. The CAC required for this project would amount to approximately \$1.1M based on the formula established in Policy No. 511. The Policy also provides for a waiver of up to 100 percent of the CAC if affordable housing is secured by way of relevant legal agreements; there is also a 50 percent CAC waiver option to support displaced tenants in accordance with the City’s Tenant Relocation Policy (No. 514) and a 50 percent waiver when rental tenure housing is secured by way of a legal agreement. In this case, the Housing Agreement Bylaw would act to secure the affordable housing components recognized in the Density Bonus Policy thereby enabling a 100 percent waiver of the CAC.

Development Cost Charges (DCCs) would apply to this development. The City of White Rock Development Cost Charges Imposition Bylaw, 2015, No. 2112, establishes a DCC rate of \$11,253.30 per multi-unit residential dwelling unit. Credit for the existing 25 units would be granted meaning total DCCs required by the City of White Rock would amount to approximately \$618,931 dollars (i.e., 55 units net x \$11,253.30).

## **LEGAL IMPLICATIONS**

The authority to enter into a Housing Agreement is established by Section 483 of the *Local Government Act*. The adoption of an implementing housing agreement bylaw will help to ensure that the allocation of affordable housing units, and the associated maximums on rental rates, are secured with the advancement of the development in accordance with the objectives of the City’s Tenant Relocation Policy. The housing agreement bylaw referred to in this report has been reviewed by the City’s external legal counsel as well as the Applicant’s counsel; it is understood that the Applicant agrees with the terms of the Bylaw.

## **COMMUNICATION AND COMMUNITY ENGAGEMENT IMPLICATIONS**

The zoning bylaw amendment application and the major development permit application have been subject to a Public Information Meeting and a Public Hearing. The Owner has also maintained a dialogue with current tenants, ensuring they are aware of the Owner’s obligations pursuant to the City’s Tenant Relocation Policy. Should Council approve of Housing Agreement Bylaw No. 2408, and ultimately the Zoning Amendment Bylaw No. 2363, the Owner would be able to apply for a demolition permit to enable the project to proceed through to construction.

Upon receipt of a demolition permit from the City, the Owner would, per requirements of the *Rental Tenancy Act*, need to provide tenants with four months’ notice of an intention to terminate their tenancy. Through this process the Owner would also be required, per the terms of the Housing Agreement Bylaw, to assist eligible tenants with moving expenses and other matters (e.g., finding alternative accommodation) as set out in the Tenant Relocation Plan. Overall, the recommended Housing Agreement Bylaw will help to establish a legal obligation on the Owner to fulfill the expectations of the City’s Tenant Relocation Policy as they relate to assisting tenants through the demolition and construction process. Furthermore, the Housing Agreement Bylaw requires that the Owner provide proof back to the City of the final rent roll, prior to the receipt of an occupancy permit tied to the new apartment. This rent roll will identify the rental rates being charged to returning and non-returning tenants who occupy the 25 “replacement rental units”, the rates charged to those occupying the four (4) “rent controlled rental units” and the rents charged to the tenants of the remaining “secured rental units.”

### **INTERDEPARTMENTAL INVOLVEMENT/IMPLICATIONS**

Not Applicable.

### **IMPLICATIONS FOR TREE PRESERVATION AND TREE CANOPY ENHANCEMENT**

Not Applicable.

### **ALIGNMENT WITH STRATEGIC PRIORITIES**

The project at 1485 Fir Street has been advanced, through an interactive process, in alignment with the City’s amended Tenant Relocation Policy and will uphold Council’s interest in supporting affordable housing options.

### **OPTIONS / RISKS / ALTERNATIVES**

The following alternative options are offered for Council’s consideration:

1. Council could choose not to give readings to Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408 which would preclude the ability of Council to adopt White Rock Zoning Bylaw, 2012, No. 2000 Amendment (CD-64 – 1485 Fir Street) Bylaw, 2020, No. 2363 thereby enabling the development.
2. Council could direct staff to make changes to Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408.

## **CONCLUSION**

This report presents Council with Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408 which, if adopted, will secure the legal obligations of the Owner to uphold the objectives of the City’s Tenant Relocation Policy. Staff have reviewed the Bylaw, alongside the City’s external legal counsel, and believe it to be acceptable. Further, the Owner has submitted a final Tenant Relocation Plan which outlines how existing tenants will be assisted if the project proceeds through demolition to construction.

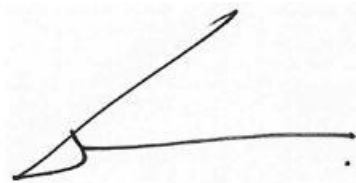
Respectfully submitted,

A handwritten signature in black ink, appearing to read "Greg Newman", with a stylized, flowing script.

Greg Newman, MCIP, RPP  
Acting Director, Planning and Development Services

## **Comments from the Chief Administrative Officer**

I concur with the recommendations of this corporate report.

A handwritten signature in black ink, appearing to read "Guillermo Ferrero", with a stylized, angular script.

Guillermo Ferrero  
Chief Administrative Officer

Appendix A: Tenant Relocation Plan (1485 Fir Street, White Rock)

# Tenant Relocation Plan

1485 Fir Street

Nov 2021

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1062822 BC Ltd. is the owner of 1485 Fir Street, White Rock. We are planning on the demolition and redevelopment of this property to an 80-unit fully-market rental building. This Tenant Relocation Plan has been prepared to assist tenants through the redevelopment process.

## 1.1 Occupancy Report:

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The Occupancy Report provides a list of those occupying units within the existing Whitebirch Apartment at the time of formalizing this Plan. The list has been provided to the City of White Rock separately so as to maintain the confidentiality of tenants. Note that the list will be used in determining the amount of compensation to be paid to each tenant, as outlined in the City of White Rock's Tenant Relocation Policy No. 514. A copy of this Policy is attached for reference.

## 1.2 Vulnerable Tenants Approach:

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We are committed to providing additional assistance to tenants who have specific needs (e.g. seniors, persons with disabilities, tenants with low income, those with mental health issues, etc.). Vulnerable tenants that require additional assistance are requested to contact the Tenant Relocation Coordinator to arrange specific support (see additional details in Section 1.4 below).

BC Housing is a non-profit agency which provides financial supports, and quality housing, to those living throughout the Province. The agency offers assistance as it relates to addiction recover, assisted living, independent (seniors) living, seniors supportive housing, and supportive housing to single adults, seniors and persons with disabilities. To learn more about supports made available by BC Housing please visit: <https://www.bchousing.org/housing-assistance/housing-with-support> or call 604-433-2218.

The Fraser Health Authority also provides additional support for vulnerable tenants. You can contact Fraser Health Home Health Services at: 1-855-412-2121 for more information regarding the services they provide.

Baptist Housing (Seniors Living) offers several assisted living and long-term care centres in the Lower Mainland. The local Evergreen Care centre (1550 Oxford Street, White Rock) offers long-term care beds for people with significant physical or cognitive impairment. Access to these beds requires an assessment and referral through Fraser Health Home Health Services. The Evergreen Care campus also includes assisted living apartments for semi-independent seniors. For a direct contact to Baptist Housing Senior Living, please contact Caryn LaRose at: [c.larose@evergreen-home.com](mailto:c.larose@evergreen-home.com).

### **1.3. Tenant Communication Strategy:**

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There is a billboard in the common area of the building to provide notification of the development application process and timeline. We have also set up a dedicated email address account for tenants to communicate with us during this process. The email address is: [1485firststreet@gmail.com](mailto:1485firststreet@gmail.com).

We will also communicate key steps to every tenant directly, and will provide each individual tenant notice of public hearings and other key events.

#### **(a) Notice of Application Submission:**

Notice of a development application has been prepared and provided to existing tenants along with a copy of the City's Tenant Relocation Policy (No. 514). All new tenancies beginning after the application submission will also be provided with a copy of the Tenant Relocation Policy and made aware of the development.

#### **(b) Formal Notice:**

A minimum of four months formal notice of intention to end a tenancy will be provided to residents upon issuance of demolition permit.

#### **City Contact:**

The current development application is subject to a zoning bylaw amendment and a major development permit. The rezoning application received 3<sup>rd</sup> Reading (preliminary approval) on July 12, 2021. Final approval of the application requires that the Owner / Developer enter into a Housing Agreement Bylaw with the City. This Bylaw will help ensure your rights as tenants are upheld. For more information regarding this project please contact City of White Rock, Planning and Development Services, at 604-541-2136 or email [planning@whiterockcity.ca](mailto:planning@whiterockcity.ca).

### **1.4 Tenant Relocation Coordinator:**

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We have designated Ian Middleton as our dedicated Tenant Relocation Coordinator to facilitate direct communication with tenants and provide ongoing assistance on securing suitable replacement accommodations per the provisions identified in Section 1.6 of this Plan.

The Coordinator is funded by the applicant and has regular hours (Mon to Fri. 9:00am to 5:00pm) and contact information where they are available to tenants.

Ian Middleton: (Mobile) 778-956-7653, (Email) [1485firststreet@gmail.com](mailto:1485firststreet@gmail.com)



## 1.5 Tenant Compensation:

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### (a) Financial Compensation

Financial compensation will be provided based on length of tenancy and can be in the form of free rent, a lump sum payment, or a combination of the two. Compensation will be paid out no later than termination of tenancy. Compensation will be as follows:

Length of Tenancy (in Years):	Required Compensation:
Less than 1 year	4 months rent
1 year	6 months rent
2 years	8 months rent
3 years	10 months rent
4 years	12 months rent
5 years	14 months rent
6 years	16 months rent
7 years	18 months rent
8 years	20 months rent
9 years	22 months rent
10 years	24 months rent
11 years	25 months rent
12 years	26 months rent
13 years	27 months rent
14 years	28 months rent
15 years	29 months rent
16 years	30 months rent
17 years	31 months rent
18 years	32 months rent
19 years	33 months rent
20 years	34 months rent
21 years	35 months rent
22 years	36 months rent
23 years	37 months rent
24 years	38 months rent
25 years	39 months rent
26 years	40 months rent
27 years	41 months rent
28 years	42 months rent
29 years	43 months rent
30 or more years	44 months rent

**(b) Tenant moving expenses:**

We will designate a professional moving company to assist tenants with the moving process, given they are moving within the Lower Mainland. For tenants moving outside of the Lower Mainland, we will provide the necessary assistance in coordinating the moving process and the financial equivalent as those moving within the Lower Mainland area. We will arrange and pay for moving services directly with the moving company. Tenants who prefer to make their own moving arrangements can opt to receive moving expenses of \$750 for a one-bedroom or \$1,000 for a two-bedroom unit.

**1.6 Relocation Assistance:**

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Our relocation coordinator will provide assistance in finding alternate accommodations for displaced tenants as follows:

- (a) Assistance in identifying a minimum of three (3) comparable alternate accommodations, two of which will be located in the City of White Rock or within five (5) kilometres of the City of White Rock's boundary, and one of which must be a purpose-built rental unit;
- (b) Maximum rents for alternate accommodations should not exceed the CMHC rent average for the area unless agreed to by the tenant;
- (c) If the current rent is above the CMHC average rent for the area, then alternate accommodations identified should not exceed the current rental rate; and
- (d) Alternate accommodation options identified will meet the needs of the tenant (e.g. accessible units, pet friendly, family friendly housing, etc.).

**1.7 Right of First Refusal:**

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We will provide displaced tenants with the first right of refusal to rent a unit in the new development at a discounted market rate for a similar unit for a period of one (1) year, after which rents may increase in accordance with the Residential Tenancy Act. The discounted rate for returning tenants is as follows:

<b>Length of Tenancy (in Years):</b>	<b>% Below Market Rent:</b>
Less than 1 year	20%
1 year	21%
2 years	22%
3 years	23%
4 years	24%
5 years	25%
6 years	26%
7 years	27%
8 years	28%
9 years	29%
10 or more years	30%



## Economic Development Advisory Committee

### Minutes

October 20, 2021, 4:00 p.m.

Via Microsoft Teams

PRESENT:	Councillor Manning, Vice-Chairperson (non-voting) Michele Partridge, Community Member (entered at 4:03 p.m.) Gary Gumley, Community Member Grace Cleveland, Community Member Aroon Shah, Community Member Adam Smith, Community Member Peter Zheng, Community Member (entered at 4:15 p.m.)
GUEST:	Mayor Walker (entered at 4:05 p.m.)
NON-VOTING ADVISORS:	Ritu Khanna, Representative from South Surrey/White Rock Chamber of Commerce
ABSENT:	Councillor Fathers, Chairperson (non-voting) Doug McLean, Community Member
STAFF:	Greg Newman, Acting Director of Planning & Development Services Carolyn Latzen, Economic Development Officer Chloe Richards, Committee Clerk

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Councillor Manning assumed the role of Chairperson.

#### 1. **CALL TO ORDER**

The meeting was called to order at 4:01 p.m.

**2. ADOPTION OF AGENDA**

**Motion Number 2021-EDAC-036:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the October 20, 2021 agenda as circulated.

**Motion CARRIED**

**3. ADOPTION OF MINUTES**

**Motion Number 2021-EDAC-037:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee adopt the September 7, 2021 minutes as circulated.

*G. Gumley voted in the negative.*

**Motion CARRIED**

**4. 2021-2022 WORK PLAN UPDATE**

M. Partridge entered the meeting at 4:03 p.m.

Mayor Walker entered the meeting at 4:05 p.m.

The Acting Director of Planning & Development Services conducted a review of the 2021-2022 Economic Development Advisory Committee Work Plan and shared this feedback with the Committee. This review will be provided to Council for their consideration and to assist in approving the 2021-2022 Economic Development Advisory Committee Work Plan.

It was noted that some of the tasks/activities in the draft work plan have already been completed or are currently being worked on. It was recommended that some of the work plan items could be undertaken by Committee members and not staff, and some other work plan items have been recommended to be combined under one item or removed altogether due to resource/time constraints.

P. Zheng entered the meeting at 4:15 p.m.

It was noted that the City of White Rock surveyed residents about the one-way traffic flow alterations to Marine Drive. Survey results will be presented at a future Council meeting.

**Motion Number 2021-EDAC-038:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee review the feasibility of having a west float for the pier for 2022.

*A. Smith, M. Partridge and G. Cleveland voted in the negative.*

**Motion DEFEATED**

**ACTION ITEM:** R. Khanna to connect with staff regarding the possibilities of creating a hybrid or satellite higher education campus in White Rock.

**Motion Number 2021-EDAC-039:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee form a working group to explore opportunities for tech companies to set up in White Rock. The following members would be part of the working group:

- A. Smith;
- M. Partridge;
- P. Zheng; and
- R. Khanna (as a non-voting resource).

**Motion CARRIED**

It was noted that the working group in the above-noted motion could address Item 16 of the work plan.

It was noted that Items 17 and 18 of the work plan would be combined under one item.

**Motion Number 2021-EDAC-040:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee form a working group to do a site survey review of underutilized City land. The following members would be part of the working group:

- A. Smith;
- M. Partridge; and
- P. Zheng.

**Motion CARRIED**

With respect to underutilized City land, the working group would focus on areas such as back alleys, former industrial lands or areas subject to easements or rights-of-ways.

5. **OTHER BUSINESS**

**Motion Number 2021-EDAC-041:** It was MOVED and SECONDED

THAT the Economic Development Advisory Committee request Council direct staff to approach the developer of Soleil to consider installing signage on the outside of the building, welcoming people to White Rock, after the construction has been completed.

**Motion CARRIED**

**ACTION ITEM:** The South Surrey and White Rock Chamber of Commerce to provide information regarding I Love White Rock branding.

R. Khanna, Executive Director of the South Surrey and White Rock Chamber of Commerce, provided an update on upcoming events for the Chamber.

G. Gumley, committee member, announced his resignation from the Economic Development Advisory Committee.

6. **INFORMATION**

6.1 **COMMITTEE ACTION TRACKING**

Corporate Administration provided the action and motion tracking document to the Committee for information. The attached document is updated after each meeting and provided to members for information.

7. **2021 MEETING SCHEDULE**

The following schedule of meetings was previously approved by the Committee and is provided for information purposes:

- November 17, 2021

All meetings are scheduled to take place from 4:00 p.m. to 6:00 p.m.

8. **CONCLUSION OF THE OCTOBER 20, 2021 ECONOMIC DEVELOPMENT ADVISORY COMMITTEE MEETING**

The Chairperson concluded the meeting at 5:25 p.m.



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Councillor Manning, Vice-  
Chairperson

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Chloe Richards, Committee Clerk

UNAPPROVED



## **At-Risk and Priority Population Task Force**

### **Minutes**

October 27, 2021, 4:00 p.m.

Via Microsoft Teams

**PRESENT:** Mayor Walker, Chairperson (non-voting)  
Councillor Manning, Vice-Chairperson (non-voting)  
Adrianna Spyker, Peninsula Homeless to Housing Task Force  
(entered the meeting at 4:09 p.m.)  
Tsitsi Watt, BC Housing  
David Young, Sources BC  
Kathy Booth, Peninsula United Church  
Bruce Strom, Options.

**GUESTS:** Jonquil Hallgate, Surrey Road to Home Society  
Dena Kae Beno, TRES Community Solutions  
Cheryl Lightowlers, Peninsula United Church

**ABSENT:** Becky Doherty, Fraser Health

**NON-VOTING  
ADVISORS:** Aileen Murphy, City of Surrey Social Planner

**STAFF:** Eric Stepura, Director of Recreation and Culture  
Chloe Richards, Committee Clerk

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#### **1. CALL TO ORDER**

The Chairperson called the meeting to order at 4:00 p.m.



2. **ADOPTION OF AGENDA**

D. Young, Task Force member, to further discuss Item 6 from last meeting (*Acquisition of Property for Affordable Housing Corporate Report*) under Item 6, *Other Business*.

**Motion Number 2021-ARPPTF-014:** It was MOVED and SECONDED

THAT the At-Risk and Priority Population Task Force adopt the October 27, 2021 meeting agenda as circulated.

**Motion CARRIED**

3. **ADOPTION OF MINUTES**

**Motion Number 2021-ARPPTF-015:** It was MOVED and SECONDED

THAT the At-Risk and Priority Population Task Force adopt the September 29, 2021 meeting minutes as circulated.

**Motion CARRIED**

4. **UPDATE ON THE 2021-2022 WORK PLAN PRIORITY ITEMS**

Mayor Walker announced that there will be no further At-Risk and Priority Population Task Force meetings for the remainder of 2021. Further communication relating to the Task Force will be forwarded to members.

Mayor Walker highlighted achievements of the Task Force, such as establishing an extreme weather shelter for the colder months. It was noted that while permanent housing has not yet been finalized, it is currently in the process. A White Rock staff member is looking for property in White Rock that would be suitable for affordable housing.

A. Spyker entered the meeting at 4:09 p.m.

The Task Force further discussed their three (3) identified Work Plan priority items. The following updates were provided:

**1. *Location of a shelter for this fall, in time for when extreme weather may be experienced.***

- The extreme weather shelter is currently operating at Mount Olive Lutheran Church, located in South Surrey.
- Although there is no signed agreement yet with Mount Olive Lutheran Church, the extreme weather shelter is going forward with good faith.

- The shelter already started days in operation, allowing staff to get acclimated to the site and to get to understand who will be using such services this season.

## **2. *Exploring grant fund options.***

- It was noted that even though the Task Force will not be meeting, exploring grant funding options is encouraged. Mayor Walker and Councillor Manning will be keeping in touch with J. Hallgate regarding this.
- J. Hallgate, guest, shared grant funding opportunities. It was noted that there may be additional funding for extreme weather sites and other funding for permanent sites.

## **3. *Exploring the idea of a full-time shelter (or "permanent housing") in the South Surrey and White Rock area.***

- D. Kae Beno, guest, shared information on their homelessness numbers versus the numbers of RCMP. She noted this information will be of resource in locating a suitable property for the South Surrey/White Rock area.
- The Director of Recreation and Culture, shared that he has been in communication with City of Surrey staff regarding various locations scouted in Surrey.
- While the aim is to have the property in White Rock, there may be an option again to locate and purchase a suitable property in Surrey.
- It was noted that D. Kae Beno intends to set up a tour for different housing and service options.

**ACTION ITEM:** E. Stepura to connect with K. Overton, Manager of Property, Risk and Freedom of Information, to set up a tour with D. Kae Beno of different housing and service options.

## **5. WHITE ROCK HOMELESSNESS COMMUNITY GRANT PROGRESS REPORT**

D. Kae Beno, guest, provided an update on the item. There have been several conversations regarding the outreach and services that are made available, and they are constantly looking to find ways to increase coordination and have those who are vulnerable receive better access to such services.

There is a complexity of multiple barriers (mental health issues, substance abuse, etc.) that should be a huge consideration. The focus they are leaning

towards is mapping the system to better support those who are in need of these services.

It was noted the importance to stay connected with Chief Chappell, Semiahmoo First Nation, to better support the first nation community with homelessness and available services.

## **6. OTHER BUSINESS**

D. Young, Task Force member, further discussed Item 6, *Acquisition of Property for Affordable Housing Corporate Report*, from the September 29, 2021 meeting, and brought forward a motion pertaining to it.

**Motion Number 2021-ARPPTF-016:** It was MOVED and SECONDED

THAT the At-Risk and Priority Population Task Force recommend Council set and maintain, as a strategic priority, the acquisition and development of emergency and transitional housing (for those experiencing homelessness) and any land development (including City owned property).

**Motion CARRIED**

## **7. INFORMATION**

### **7.1 COMMITTEE ACTION TRACKING**

Staff provided an update on the Action and Motion Tracking Document and noted that action items are near completion.

## **8. 2021 MEETING SCHEDULE**

It was announced that there will be no further At-Risk and Priority Population Task Force meetings scheduled for 2021. Meetings for 2022 are to be determined at this time.

All 2022 meetings would take place between 4 p.m. and 6 p.m.

9. **CONCLUSION OF THE OCTOBER 27, 2021 AT-RISK AND PRIORITY  
POPULATION TASK FORCE MEETING**

The Chairperson declared the meeting concluded at 4:35 p.m.

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Mayor Walker, Chairperson

  
C. Richards, Committee Clerk

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UNAPPROVED



## Environmental Advisory Committee

### Minutes

October 28, 2021, 4:00 p.m.

Via Microsoft Teams

**PRESENT:** Wilma Boyd, Community Member  
Phil Byer, Community Member  
Jeff Holm, Community Member  
Ross Hynes, Community Member  
John Lawrence, Community Member  
Ivan Lessner, Community Member

**NON-VOTING MEMBERS:** Cabrinha Clark, Grassroots Environmental Club  
Alex Passmore, Grassroots Environmental Club

**COUNCIL:** Councillor Erika Johanson, Chairperson (non-voting)

**ABSENT:** David Riley, Community Member

**STAFF:** Jim Gordon, Director of Engineering and Municipal Operations  
Janessa Auer, Committee Clerk

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#### 1. **CALL TO ORDER**

The meeting was called to order at 4:05 p.m.

The Chairperson introduced C. Clark and A. Passmore, Earl Marriott Secondary's Grassroots Environmental Club representatives, who then gave brief introductions of themselves and their Club's current activities and initiatives.

**2. ADOPTION OF AGENDA**

**Motion Number 2021-EAC-010:** It was MOVED and SECONDED

THAT the Environmental Advisory Committee adopts the agenda for the October 28, 2021 meeting as circulated.

**Motion CARRIED**

**3. ADOPTION OF MINUTES**

**Motion Number 2021-EAC-011:** It was MOVED and SECONDED

THAT the Environmental Advisory Committee adopts the minutes of the September 23, 2021 meeting as circulated.

**Motion CARRIED**

**4. UPDATE ON CITY STATUS WITH CARIP-TYPE ACTIVITIES**

The Director of Engineering and Municipal Operations provided an update regarding the City's status with Climate Action Revenue Incentive Program (CARIP) related activities. He shared detailed findings from the City's most recent annual greenhouse gas calculations, as well as updates regarding the City's use of trenchless technology.

Committee member, R. Hynes, noted that, although the CARIP has concluded, the provincial government has recently developed a new "Clean BC" program, which provides an extensive road map detailing the province's plans until 2030 to address climate change, including a chapter on communities and municipal government action.

**5. 2021-2022 WORK PLAN**

The Chairperson facilitated a roundtable discussion regarding the On Table Document 2, the 2021-2022 EAC Work Plan spreadsheet, which outlines eight (8) action step categories pertaining to the Climate Strategy Review objective, as well as activities and tasks for each of these categories.

The Committee discussed the eight (8) action step categories individually and determined achievable work and research that can be completed between now and the next meeting in 2022. Individual Committee members or working groups were assigned to complete work on these categories as follows:

- Broad Planning Including GHG Reduction Targets:

**ACTION ITEM:** Committee member, R. Hynes, was assigned to this action step, with the suggestion that he will circle back to this step after work on more detailed action steps is completed.

- Building & Lighting:

**ACTION ITEM:** a working group, comprised of Committee members I. Lessner and J. Holm, was assigned to this action step.

- Energy Generation:

**ACTION ITEM:** Committee member, J. Lawrence, was assigned to this action step.

- Greenspace/Natural Resource Protection:

**ACTION ITEM:** Committee member, J. Lawrence, was assigned to this action step.

- Solid Waste:

**ACTION ITEM:** Committee member, P. Byer, was assigned to this action step.

- Transportation:

No volunteer/assigned member for this action step at present.

- Water/Waste Water:

**ACTION ITEM:** Committee member, J. Holm, was assigned to this action step.

- Climate Change Adaptation:

**ACTION ITEM:** a working group, comprised of Committee members P. Byer and R. Hynes (in an assisting role), was assigned to this action step.

**ACTION ITEM:** Committee member, R. Hynes, to update the 2021-2022 Work Plan template (On Table document which was also presented to Council during their October 25, 2021 meeting) to indicate which volunteers/working groups are assigned to each category.

**Motion Number 2021-EAC-012:** It was MOVED and SECONDED

**THAT the Environmental Advisory Committee removes the priority item, Stormwater Management, from their 2021-2022 Work Plan.**

*W. Boyd, J. Holm, J. Lawrence, and R. Hynes voted in the negative.*

**Motion DEFEATED**

**6. OTHER BUSINESS**

The Director of Engineering and Municipal Operations provided an update regarding metal levels found during testing at the City's water treatment plant.

**ACTION ITEM:** Committee Clerk to include Water Treatment Update as a standing item on all Environmental Advisory Committee meeting agendas going forward.

**7. INFORMATION**

**7.1 COMMITTEE ACTION TRACKING**

Corporate Administration provided the action and motion tracking document to the Committee. This document is updated after each meeting and provided to members for information purposes.

**8. 2021-2022 MEETING SCHEDULE**

It was announced that there will be no further meetings for 2021. It is anticipated that Environmental Advisory Committee meetings will resume in February 2022.

The adoption of the 2022 Environmental Advisory Committee meeting schedule will take place at the first meeting in 2022.



9. **CONCLUSION OF THE OCTOBER 28, 2021 ENVIRONMENTAL ADVISORY COMMITTEE MEETING**

The Chairperson declared the meeting concluded at 5:53 p.m.

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Councillor Johanson, Chairperson

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Janessa Auer, Committee Clerk

Unapproved

**THE CORPORATION OF THE  
CITY OF WHITE ROCK  
BYLAW 2403**



A Bylaw to adopt a Financial Plan for 2021 to 2025

WHEREAS the City Council of the Corporation of the City of White Rock is empowered by the provisions of Section 165 of the "Community Charter" to adopt a Financial Plan for the five-year period ending the thirty-first day of December 2025.

AND WHEREAS it is necessary for such Financial Plan to be amended

The CITY COUNCIL of The Corporation of the City of White Rock in open meeting assembled, ENACTS as follows:-

1. Schedules "A", "B", and "C" attached hereto and forming part of the "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377", are hereby repealed and replaced by the Schedules "A", "B" and "C" attached hereto and forming part of this bylaw.
2. This Bylaw may be cited for all purposes as the "White Rock Financial Plan (2021-2025) Bylaw, 2021, No. 2377, Amendment No. 2, 2021, No.2403".

RECEIVED FIRST READING on the	25	day of	October , 2021
RECEIVED SECOND READING on the	25	day of	October, 2021
RECEIVED THIRD READING on the	25	day of	October , 2021
ADOPTED on the		day of	, 2021

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MAYOR

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DIRECTOR OF  
CORPORATE ADMINISTRATION

**CORPORATION OF THE CITY OF WHITE ROCK**  
**CONSOLIDATED FINANCIAL PLAN**  
**Schedule 'A' to Bylaw No. 2403, 2021**

	2021	Budget Projections			
	Budget	2022	2023	2024	2025
<b>REVENUE</b>					
Municipal Taxation (see below)	\$ 26,493,400	\$ 28,487,200	\$ 29,597,700	\$ 30,613,300	\$ 31,535,700
Utility Rates	13,326,800	13,978,600	14,663,300	15,458,600	16,296,400
Sale of Services	1,413,400	2,432,300	2,481,000	2,530,700	2,581,600
Grants from Other Governments (1)	16,620,900	558,100	526,200	859,500	865,500
Contributions (2)	4,447,200	442,300	1,321,900	1,657,200	1,364,300
Other Revenue	8,710,500	11,627,900	8,308,100	7,398,300	10,220,600
Interest and Penalties	1,284,402	1,749,663	1,761,675	1,752,830	1,810,732
<b>Total Revenues</b>	<b>72,296,602</b>	<b>59,276,063</b>	<b>58,659,875</b>	<b>60,270,430</b>	<b>64,674,832</b>
<b>EXPENSES</b>					
Operating Expenses	40,772,962	40,112,657	40,025,677	40,823,900	42,192,600
Interest and Bank Charges	694,700	694,700	687,000	681,300	681,300
Utility Purchases and Levies	1,832,400	2,033,700	2,273,400	2,557,300	2,966,100
Amortization	7,305,000	8,524,000	8,965,000	9,178,000	9,420,000
<b>Total Expenses</b>	<b>50,605,062</b>	<b>51,365,057</b>	<b>51,951,077</b>	<b>53,240,500</b>	<b>55,260,000</b>
<b>EXPENSES</b>					
<b>General Services</b>					
Protective Services	12,667,600	13,072,500	13,391,600	13,731,500	14,078,600
Parks, Recreation and Culture	8,525,100	9,300,900	9,495,900	9,579,500	9,775,500
Transportation, Engineering and Operations	10,128,800	8,970,300	9,161,500	9,259,300	9,438,400
General Government	8,677,600	8,998,400	9,106,500	9,352,900	9,570,600
	<b>39,999,100</b>	<b>40,342,100</b>	<b>41,155,500</b>	<b>41,923,200</b>	<b>42,863,100</b>
<b>Utilities Services</b>					
Sanitary Sewer Utility	3,432,162	3,282,157	3,540,777	3,864,800	4,322,400
Drainage Utility	1,159,400	1,303,800	1,319,400	1,351,100	1,396,100
Solid Waste Utility	1,406,700	1,408,400	1,327,600	1,348,500	1,368,800
Water Utility	3,913,000	4,333,900	3,920,800	4,071,600	4,628,300
	<b>9,911,262</b>	<b>10,328,257</b>	<b>10,108,577</b>	<b>10,636,000</b>	<b>11,715,600</b>
<b>Fiscal Expenses</b>					
Interest on Debt	694,700	694,700	687,000	681,300	681,300
<b>Total Expenses</b>	<b>50,605,062</b>	<b>51,365,057</b>	<b>51,951,077</b>	<b>53,240,500</b>	<b>55,260,000</b>
<b>INCREASE IN TOTAL EQUITY</b>	<b>21,691,540</b>	<b>7,911,006</b>	<b>6,708,798</b>	<b>7,029,930</b>	<b>9,414,832</b>
<b>Reconciliation to Financial Equity</b>					
Amortization of Tangible Capital Assets	7,305,000	8,524,000	8,965,000	9,178,000	9,420,000
Capital Expenses (Schedule B)	(57,764,000)	(13,120,000)	(15,027,000)	(12,475,000)	(19,964,000)
Debt Retirement	(725,400)	(749,000)	(773,400)	(780,600)	(805,800)
Internal Charges	(2,044,600)	(2,086,300)	(2,128,200)	(2,169,900)	(2,212,700)
Internal Recoveries	2,044,600	2,086,300	2,128,200	2,169,900	2,212,700
<b>CHANGE IN FINANCIAL EQUITY (Reserves)</b>	<b>(29,492,860)</b>	<b>2,566,006</b>	<b>(126,602)</b>	<b>2,952,330</b>	<b>(1,934,968)</b>
<b>Financial Equity, beginning of year</b>	<b>83,921,157</b>	<b>54,428,297</b>	<b>56,994,303</b>	<b>56,867,701</b>	<b>59,820,031</b>
<b>FINANCIAL EQUITY (Reserves), end of year</b>	<b>\$ 54,428,297</b>	<b>\$ 56,994,303</b>	<b>\$ 56,867,701</b>	<b>\$ 59,820,031</b>	<b>\$ 57,885,063</b>

Notes:

(1) Includes capital grants noted on Schedule B.

(2) Includes capital contributions and DCCs noted on Schedule B.

<b>Municipal Taxation</b>					
Property Taxes	\$ 26,202,400	\$ 28,190,500	\$ 29,300,400	\$ 30,310,100	\$ 31,226,400
Parcel Taxes	5,200	5,200	-	-	-
Grant-in-Lieu of Taxes	263,000	268,200	273,500	278,900	284,500
Utilities 1%-in-Lieu of Taxes	22,800	23,300	23,800	24,300	24,800
	<b>\$ 26,493,400</b>	<b>\$ 28,487,200</b>	<b>\$ 29,597,700</b>	<b>\$ 30,613,300</b>	<b>\$ 31,535,700</b>

**CORPORATION OF THE CITY OF WHITE ROCK  
CONSOLIDATED FINANCIAL PLAN**

**Schedule 'A' to Bylaw No. 2394, 2021**

(continued)

**Proportion of Revenues By Funding Source:**

The following table shows the proportion of total revenue purposed to be raised from each funding source. Property taxes form the largest portion of revenues. They provide a stable and consistent source of revenues to pay for many services, such as police and fire protection that are difficult or undesirable to fund on a user-pay basis.

Utilities' rates are the City's second largest reliable component of planned revenues. These revenues pay for services including water, sewer, drainage and solid waste and are charged on a user-pay basis. This basis attempts to fairly apportion utility service costs to those that make use of these services.

Other revenue sources, including sale of services, interest and penalties, government grants and contributions make up the remainder of total revenues. These revenues fluctuate due to economic conditions and City initiatives and in the case of government grants, require approval by senior governments.

Revenue Source	% Total Revenue
Taxation	37%
Utility Rates	18%
Sale of Services	2%
Gov't Grants	23%
Contributions	6%
Other Revenue	12%
Interest & Penalties	2%
	100%

**Distribution of Property Taxes Between Property Classes:**

The following table provides the distribution of property tax revenue between property classes. The City's primary goal is to set tax rates that are sufficient, after maximizing non-tax revenues, to provide for service delivery; city assets; and maintain tax stability. This is accomplished by maintaining the historical relationship between the property classes and applying the same annual tax rate increase across all Classes. A secondary goal is to set tax rates that are competitive within the region.

Class No	Property Class	o/o Tax Burden
1	Residential	91%
2	Utilities	<1%
5	Light Industry	<1%
6	Business	8%
8	Recreation/Non-Profit	<1%
		100%

**Use of Permissive Exemptions:**

The City's Annual Municipal Report contains a list of permissive exemptions granted for the year and the amount of tax revenue foregone. Permissive tax exemption is granted to not-for-profit institutions as per City policy and includes exemptions for religious institutions, service organizations and cultural institutions that form a valuable part of our community. Each year organizations can make an application for permissive exemption which are reviewed on a case-by-case basis.

**CORPORATION OF THE CITY OF WHITE ROCK  
CONSOLIDATED CAPITAL PROGRAM**

**Schedule 'B' to Bylaw No. 2403, 2021**

Note: This Schedule has been provided as an addendum to Schedule A. The figures in this Schedule are included in the consolidated figures in Schedule A.

	2021 Budget	Budget Projections			
		2022	2023	2024	2025
CAPITAL EXPENSES					
Municipal Engineering and Operations	\$ 8,594,400	\$ 2,411,000	\$ 3,387,000	\$ 2,955,000	\$ 6,332,000
Facilities	1,430,000	2,439,000	3,086,000	702,000	4,839,000
Vehicles	2,824,000	337,000	45,000	153,000	584,000
Parks	19,552,000	435,000	211,000	185,000	185,000
Protective Services	566,000	35,000	45,000	-	-
Information Technology	804,000	1,480,000	230,000	205,000	205,000
Parking	236,000	205,000	1,075,000	80,000	80,000
Capital Contingencies	1,100,000	1,200,000	1,300,000	1,400,000	1,400,000
Drainage Infrastructure	16,002,000	1,028,000	1,562,000	1,800,000	1,886,000
Sewer Infrastructure	2,960,000	675,000	2,223,000	2,070,000	2,023,000
Water Infrastructure	3,696,000	2,875,000	1,863,000	2,925,000	2,430,000
Total Capital Expenses	\$ 57,764,400	\$ 13,120,000	\$ 15,027,000	\$ 12,475,000	\$ 19,964,000
FUNDING SOURCES					
Reserve Funds	37,511,200	12,715,100	13,760,100	10,539,500	18,341,400
Development Cost Charges	897,100	129,800	1,055,900	1,302,200	1,089,300
Grants from Other Governments	16,070,400	37,600	-	333,300	333,300
Contributions	3,285,300	237,500	211,000	300,000	200,000
Total Funding Sources	\$ 57,764,000	\$ 13,120,000	\$ 15,027,000	\$ 12,475,000	\$ 19,964,000

**CORPORATION OF THE CITY OF WHITE ROCK**  
**CONSOLIDATED STATEMENT OF RESERVES AND DEVELOPMENT COST CHARGES**  
**Schedule 'C' to Bylaw No. 2403, 2021**

Note: This Schedule has been provided as an addendum to Schedule A. The reserve figures in this Schedule are included in the consolidated figures in Schedule A.  
Development Cost Charges are provided for information, but are deferred charges rather than reserves.  
Statutory reserves were established by bylaw in accordance with BC Municipal Legislation.

<b>FINANCIAL EQUITY (RESERVES)</b>	<b>2021</b>	<b>Budget Projections</b>			
	<b>Budget</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Transfers (to) from:					
Operating Program	8,018,340	15,281,106	13,633,498	13,491,830	16,406,432
Capital Program	(37,511,200)	(12,715,100)	(13,760,100)	(10,539,500)	(18,341,400)
Change in Financial Equity (Reserves)	(29,492,860)	2,566,006	(126,602)	2,952,330	(1,934,968)
Change in Financial Equity (Reserves)	(29,492,860)	2,566,006	(126,602)	2,952,330	(1,934,968)
Financial Equity, Beginning of Year	83,921,157	54,428,297	56,994,303	56,867,701	59,820,031
<b>Financial Equity, End of Year</b>	<b>54,428,297</b>	<b>56,994,303</b>	<b>56,867,701</b>	<b>59,820,031</b>	<b>57,885,063</b>
<b>CHANGE IN FINANCIAL EQUITY (RESERVES)</b>					
Accumulated Surplus Funds	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000
Non-Statutory Reserves	(21,018,288)	359,821	1,058,199	1,615,730	(6,918,344)
Statutory Reserves					
Land Sale Reserve	4,349	4,435	4,524	4,614	4,707
Equipment Replacement Reserve	(1,492,678)	354,446	752,802	699,777	602,363
Capital Works Reserve	(1,121,254)	(944,608)	(1,405,678)	1,180,088	1,148,342
Local Improvement Reserve	673	687	701	714	729
Community Amenity Reserve	(5,900,662)	2,756,225	(572,150)	(583,593)	3,192,235
<b>Change in Financial Equity (Reserves)</b>	<b>\$ (29,492,860)</b>	<b>\$ 2,566,006</b>	<b>\$ (126,602)</b>	<b>\$ 2,952,330</b>	<b>\$ (1,934,968)</b>
<b>FINANCIAL EQUITY (RESERVES) BALANCES</b>					
Accumulated Surplus	\$ 8,806,060	\$ 8,841,060	\$ 8,876,060	\$ 8,911,060	\$ 8,946,060
Non-Statutory Reserves	28,867,525	29,227,346	30,285,545	31,901,275	24,982,931
Statutory Reserves					
Land Sale Reserve	221,762	226,197	230,721	235,335	240,042
Equipment Replacement Reserve	3,846,401	4,200,847	4,953,649	5,653,426	6,255,789
Capital Works Reserve	5,425,939	4,481,331	3,075,653	4,255,741	5,404,083
Local Improvement Reserve	34,338	35,025	35,726	36,440	37,169
Community Amenity Reserve	7,226,272	9,982,497	9,410,347	8,826,754	12,018,989
Total Statutory Reserves	16,754,712	18,925,897	17,706,096	19,007,696	23,956,072
<b>Total Financial Equity (Reserves)</b>	<b>\$ 54,428,297</b>	<b>\$ 56,994,303</b>	<b>\$ 56,867,701</b>	<b>\$ 59,820,031</b>	<b>\$ 57,885,063</b>
<b>DEVELOPMENT COST CHARGES (DCC RESERVES)</b>					
Change in Statutory DCC Reserves					
Highways DCC	\$ (112,922)	\$ 157,115	\$ (282,526)	\$ (357,766)	\$ (418,552)
Drainage DCC	(340,204)	145,568	(104,222)	(141,556)	(154,487)
Parkland DCC	468,202	487,666	507,520	517,669	517,924
Sanitary DCC	29,647	40,340	(198,729)	(252,698)	(72,922)
Water DCC	80,639	92,351	104,299	12,454	96,534
<b>Change in Statutory DCC Reserves</b>	<b>\$ 125,362</b>	<b>\$ 923,040</b>	<b>\$ 26,342</b>	<b>\$ (221,897)</b>	<b>\$ (31,503)</b>
Statutory DCC Reserves					
Highways DCC	\$ 3,392,530	\$ 3,549,645	\$ 3,267,119	\$ 2,909,353	\$ 2,490,800
Drainage DCC	2,745,545	2,891,113	2,786,890	2,645,334	2,490,847
Parkland DCC	6,653,108	7,140,774	7,648,294	8,165,963	8,683,887
Sanitary DCC	911,488	951,828	753,100	500,402	427,481
Water DCC	1,370,451	1,462,802	1,567,101	1,579,555	1,676,089
<b>Total Statutory DCC Reserves</b>	<b>\$ 15,073,122</b>	<b>\$ 15,996,162</b>	<b>\$ 16,022,504</b>	<b>\$ 15,800,607</b>	<b>\$ 15,769,104</b>

**The Corporation of the  
CITY OF WHITE ROCK  
BYLAW 2361**



A Bylaw to amend the  
"White Rock Zoning Bylaw, 2012, No. 2000" as amended

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The CITY COUNCIL of the Corporation of the City of White Rock, in open meeting assembled, ENACTS as follows:

1. Schedule "C" of the "White Rock Zoning Bylaw, 2012, No. 2000" as amended is further amended by rezoning the following lands:  
  
Lot B, Plan NWP20207, Part NE1/4, Section 9, Township 1, New Westminster Land District  
PID: 008-693-781  
  
as shown on Schedule "1" attached hereto from the 'RS-1 One Unit Residential Zone' to the 'RS-4 One Unit (12.1m Lot Width) Residential Zone'.
2. This Bylaw may be cited for all purposes as the "White Rock Zoning Bylaw 2012, No. 2000, Amendment (RS-4 – 14234 Malabar Avenue) Bylaw, 2020, No. 2361".

PUBLIC INFORMATION MEETING on the	2 <sup>nd</sup> day of	April, 2020
RECEIVED FIRST READING on the	9 <sup>th</sup> day of	November, 2020
RECEIVED SECOND READING on the	9 <sup>th</sup> day of	November, 2020
PUBLIC HEARING held on the	1 <sup>st</sup> day of	February, 2021
RECEIVED THIRD READING on the	day of	
RECONSIDERED AND FINALLY ADOPTED on the	day of	

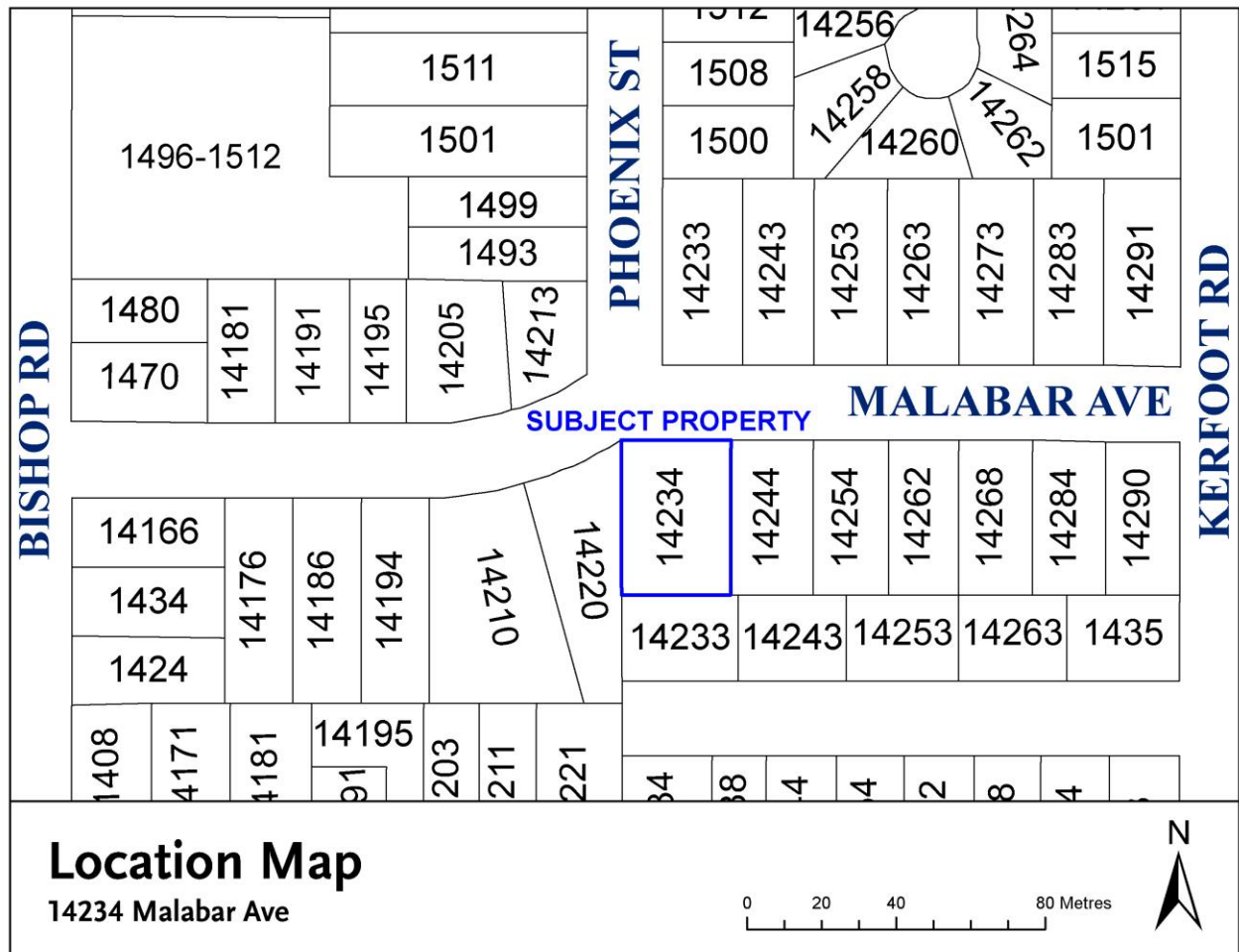
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Mayor

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Director of Corporate Administration







**THE CORPORATION OF THE  
CITY OF WHITE ROCK**

**White Rock Housing Agreement (1485 Fir Street)  
Bylaw, 2021, No. 2408**

A BYLAW TO ENTER INTO A HOUSING AGREEMENT  
UNDER SECTION 483 OF THE *LOCAL GOVERNMENT ACT*

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**GIVEN THAT:**

- A. The Owner of the lands legally described as:
- LOT 16 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362  
PID: 001-331-931
- LOT 17 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362  
PID: 001-331-965
- LOT 18 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362  
PID: 001-331-981
- (1485 Fir Street)
- (the “Lands”)
- wishes to develop secured rental units on the Lands, including replacement units at below market rents for returning tenants, and rent controlled units secured for a period of 10 years at no more than the average rent in White Rock for the unit type.
- B. The City wishes to enter into a housing agreement in order to secure the use of the Lands for rental units, replacement rental units, and rent controlled rental units.

The CITY COUNCIL of the Corporation of the City of White Rock, in open meeting assembled,

**ENACTS AS FOLLOWS:**

1. This Bylaw may be cited for all purposes as “White Rock Housing Agreement (1485 Fir Street) Bylaw, 2021, No. 2408”.
2. Council hereby authorizes the City to enter into the *Local Government Act* section 483 housing agreement attached to this Bylaw as Schedule A (the “Housing

Agreement”).

3. The Mayor and the City Clerk of the City are authorized to execute the Housing Agreement and the City Clerk is authorized to sign and file in the Land Title Office a notice of the Housing Agreement, as required by the *Local Government Act*.

RECEIVED FIRST READING on the \_\_\_\_\_ day of \_\_\_\_\_

RECEIVED SECOND READING on the \_\_\_\_\_ day of \_\_\_\_\_

RECEIVED THIRD READING on the \_\_\_\_\_ day of \_\_\_\_\_

RECONSIDERED AND FINALLY ADOPTED on the \_\_\_\_\_ day of \_\_\_\_\_

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Mayor – Darryl Walker

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Director of Corporate Administration –  
Tracey Arthur

**SCHEDULE 1**  
Housing Agreement

## PART 2 – TERMS OF INSTRUMENT

### HOUSING AGREEMENT AND COVENANT (Section 483 *Local Government Act* and Section 219 *Land Title Act*)

THIS AGREEMENT made the \_\_\_\_\_ day of \_\_\_\_\_, 2021,

BETWEEN:

**1062822 B.C. LTD., INC. NO. BC1062822**  
1005 - 583 Beach Crescent, Vancouver, B.C. V6Z 3E6  
(the “Owner”)

OF THE FIRST PART

AND:

**THE CORPORATION OF THE CITY OF WHITE ROCK,**  
a municipal corporation under the Community Charter of the  
Province of British Columbia, and having its City Offices at  
15322 Buena Vista Avenue, White Rock, BC V4B 1Y6  
(the “City”)

OF THE SECOND PART

WHEREAS:

- A. Section 483 of the *Local Government Act* permits the City to enter into and note on title to lands, housing agreements which may include, without limitation, conditions in respect to the form of tenure of housing units, availability of housing units to classes of persons, administration of housing units, and rent that may be charged for housing units;
- B. Section 219 of the *Land Title Act* permits the registration of a covenant of a positive or a negative nature in favour of the City in respect of the use of land and construction on land;
- C. The Owner is the owner of the Lands (as hereinafter defined);
- D. The Owner made an application to rezone the Lands from RM-2 (Medium Density Multi-Unit Residential Zone) to CD-64 Comprehensive Development (1485 Fir Street) Zone to permit the development of a six-storey rental apartment building with 80 rental units, including 25 replacement rental units and 4 rent controlled rental units, and after a public hearing to consider the rezoning application, the rezoning application was approved by City Council in principle, subject to, *inter alia*, fulfillment of the following condition prior to enactment of the rezoning bylaw:  
“2. b) Finalization of the Tenant Relocation Plan and adoption of a Housing Agreement Bylaw;
- E. The Owner and the City wish to enter into this Agreement (as hereinafter defined) to provide long-term rental housing on the terms and conditions set out in this Agreement.

In consideration of \$1.00 and other good and valuable consideration (the receipt and sufficiency of which is acknowledged by both parties), and in consideration of the promises exchanged below, the Owner and the City covenant and agree pursuant to section 483 of the *Local Government Act* and section 219 of the *Land Title Act* as follows:

## **ARTICLE 1 DEFINITIONS AND INTERPRETATION**

**1.1 Definitions** – In this Agreement, the following words have the following meanings:

- (a) “Agreement” means this agreement together with all Land Title Office forms, schedules, appendices, attachments and priority agreements attached hereto or incorporated by reference herein;
- (b) “Daily Amount” means \$100.00 per day as of January 1, 2022 adjusted annually thereafter by adding thereto an amount calculated by multiplying \$100.00 by the percentage change authorized for maximum rent increases under the Residential Tenancy Act (British Columbia) from January 1, 2022, to January 1 of the year that a written notice is delivered to the Owner by the City pursuant to section 5.1 of this Agreement. In the absence of obvious error or mistake, any calculation by the City of the Daily Amount in any particular year shall be final and conclusive;
- (c) “Dwelling Unit” means a residential dwelling unit or units located or to be located on the Lands, and includes, where the context permits, a Secured Rental Unit, Replacement Rental Unit, and Rent Controlled Rental Unit, and in the event of uncertainty arising from interpretation of this definition, has the same meaning as in the City’s zoning bylaw as amended or replaced from time to time;
- (d) “Eligible Tenant” for Replacement Rental Units means a returning tenant who is listed as resident in the applicant’s Tenant Relocation Plan in any of the existing units that will be demolished if the Development proceeds and who is therefore identified in the Tenant Relocation Plan as eligible for the benefits set out therein;
- (e) “Excess Charges” means any amount of rent charged in respect of a tenancy of an Replacement Rental Unit or Rent Controlled Rental Unit that is in excess of Permitted Rent, plus any fees or charges of any nature whatsoever that are charged in respect of the tenancy of an Replacement Rental Unit or Rent Controlled Rental Unit that are not Permitted Tenant Charges, and includes all such amounts charged in respect of any tenancy since the commencement date of the Tenancy Agreement in question, irrespective of when the City renders an invoice in respect of Excess Charges;
- (f) “Income Tested Tenant” for Rent Controlled Rental Units means a tenant whose income does not exceed the Income Threshold;
- (g) “Income Threshold” means a gross household income of 80 percent of the median household income in the City of White Rock Income as defined by and based on data published in the most recent Census of Canada, or if such data is not currently published, by the Province of British Columbia, or if such data is not currently published, by the CMHC, from time to time;
- (h) “*Interpretation Act*” means the *Interpretation Act*, R.S.B.C. 1996, Chapter 238;

- (i) “Lands” means the following lands and premises situate in the City of White Rock and any part, including a building or a portion of a building, into which said land is Subdivided:

LOT 16 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362

PID: 001-331-931

LOT 17 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362

PID: 001-331-965

LOT 18 SECTION 11 TOWNSHIP 1 NEW WESTMINSTER DISTRICT PLAN  
15362

PID: 001-331-981

- (j) “*Land Title Act*” means the *Land Title Act*, R.S.B.C. 1996, Chapter 250;
- (k) “*Local Government Act*” means the *Local Government Act*, R.S.B.C. 2015, Chapter 1;
- (l) “LTO” means the New Westminster Land Title Office or its successor;
- (m) “Owner” means the party described on page 1 of this Agreement as the Owner and any subsequent permitted owner of the Lands or of any part into which the Lands are Subdivided, and includes any person who is a registered owner in fee simple of a Dwelling Unit from time to time;
- (n) “*Real Estate Development Marketing Act*” means the *Real Estate Development Marketing Act*, S.B.C. 2004, Chapter 41;
- (o) “Permitted Rent” means the maximum rent set out in Schedule B of this Agreement in respect of the number of bedrooms of the Dwelling Unit in question and the type of dwelling unit (Secured Rental Unit, Replacement Rental Unit, or Rent Controlled Rental Unit), provided that the amounts set out in Schedule B of this Agreement may be increased once per year in accordance with any maximum positive change authorized under the Residential Tenancy Act (British Columbia) between January 1, 2022 and the month in which the rent is being increased, and may be further increased with the prior written consent of the City to cover unexpected increases in operating, maintenance and servicing costs.
- (p) “Permitted Tenant Charges” means resident parking, typical monthly insurance premiums for tenant's household contents and third party liability insurance plus an amount equal to the average monthly charge for electricity supplied to all Dwelling Units on the lands by the B.C. Hydro and Power Authority based on electricity consumption over the previous twelve months only, and excludes without limitation any other amounts charged by the Owner from time to time in respect of any laundry, services or programs provided by or on behalf of the Owner and any other permitted charges as set out in section 3.1(c) whether or not such amounts are charged on a monthly or other basis to the Tenants;

- (q) “Rent Controlled Rental Unit” means a Dwelling Unit designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, a Dwelling Unit charged by this Agreement;
- (r) “Rental Replacement Unit” means a Dwelling Unit designated as such in accordance with a building permit and/or development permit issued by the City and/or, if applicable, in accordance with any rezoning consideration applicable to the development on the Lands and includes, without limiting the generality of the foregoing, a Dwelling Unit charged by this Agreement;
- (s) “*Residential Tenancy Act*” means the *Residential Tenancy Act*, S.B.C. 2002, Chapter 78;
- (t) “Returning Tenant” means a Eligible Tenant who accepts the Owner's offer to relocate to the New Building after completion of its construction;
- (u) “Rezoning” means the rezoning of the Lands as described in Recital D;
- (v) “Secured Rental Unit” means a Dwelling Unit which is not occupied by the registered or beneficial owner of the same, but which is made available by such owner to the general public at arm’s length, for use as rental accommodation in accordance with this Agreement, reasonably prudent landlord-tenant practices for rental residential accommodation and any and all laws applicable thereto;
- (w) “*Strata Property Act*” means the *Strata Property Act*, S.B.C. 1998, Chapter 43;
- (x) “Subdivide” means to divide, apportion, consolidate or subdivide the Lands or any building on the Lands, or the ownership or right to possession or occupation of the Lands or any building on the Lands, into two or more lots, strata lots, parcels, parts, portions or shares, whether by plan, descriptive words or otherwise, under the *Land Title Act*, the *Strata Property Act*, or otherwise, and includes the creation, conversion, organization or development of “cooperative interests” or a “shared interest in land” as defined in the *Real Estate Development Marketing Act*;
- (y) “Tenancy Agreement” means a tenancy agreement, lease, license or other agreement pursuant to the *Residential Tenancy Act* granting rights to occupy a Dwelling Unit; and
- (z) “Tenant” means an occupant of a Dwelling Unit by way of a Tenancy Agreement.

## **1.2 Interpretation – In this Agreement:**

- (a) wherever the singular or masculine is used herein, the same shall be construed as meaning the plural, feminine or body corporate or politic, where the contents or parties so require;
- (b) article and section headings have been inserted for ease of reference only and are not to be used in interpreting this Agreement;
- (c) if a word or expression is defined in this Agreement, other parts of speech and grammatical forms of the same word or expression have corresponding meanings;

- (d) reference to any enactment includes any regulations, orders or directives made under the authority of that enactment;
- (e) reference to any enactment is a reference to that enactment as consolidated, revised, amended, re-enacted or replaced, unless otherwise expressly provided;
- (f) the provisions of section 25 of the *Interpretation Act* with respect to the calculation of time apply;
- (g) time is of the essence;
- (h) all provisions are to be interpreted as always speaking;
- (i) reference to a “party” is a reference to a party to this Agreement and to that party’s respective successors, assigns, trustees, administrators and receivers. Wherever the context so requires, reference to a “party” also includes a Tenant, agent, officer and invitee of the party;
- (j) reference to a “day”, “month”, or “year” is a reference to a calendar day, calendar month, calendar or calendar year, as the case may be, unless otherwise expressly provided; and
- (k) where the word “including” is followed by a list, the contents of the list are not intended to circumscribe the generality of the expression preceding the word “including”.

**1.3 Acknowledgements** - The Owner acknowledges and agrees that:

- (a) except as expressly provided, nothing in this Agreement will relieve the Owner from any obligation or requirement arising under any applicable statute, bylaw or regulation in respect of the use, subdivision and development of the Lands;
- (b) nothing contained or implied in this Agreement will prejudice or affect the City’s rights, powers, duties or obligations in the exercise of its functions pursuant to the *Local Government Act*, the *Community Charter* or other statutes, bylaws, orders and regulations; and
- (c) all obligations of the Owner under this Agreement will be at the cost of the Owner.

**ARTICLE 2 USE AND CONSTRUCTION OF LANDS AND DWELLING UNITS**

**2.1 Use and Construction of Lands** – The Owner covenants and agrees that:

- (a) the Lands will not be developed and no building or structure will be constructed or used on the Lands unless as part of the development, construction, or use of any such building or structure, the Owner also designs and constructs to completion, in accordance with a building permit issued by the City, any development permit issued by the City and, if applicable, any rezoning consideration applicable to the development on the Lands, at least twenty-five (25) Rental Replacement Units and four (4) Rent Controlled Rental Units; and
- (b) notwithstanding that the Owner may be otherwise entitled, the Owner shall not occupy or permit to be occupied any Dwelling Unit on the Lands unless the Owner



has:

- (i) constructed the Replacement Rental Units and Rent Controlled Rental Units in accordance with this Agreement; and
- (ii) all of the Replacement Rental Units and Rent Controlled Rental Units are ready for occupancy in accordance with all applicable laws, regulations and bylaws; and
- (iii) delivered to the Director, Planning and Development Services, a
  - a. final Tenant Relocation Report; and
  - b. a final rent roll confirming the rents to be charged to the first occupants of the Replacement Rental Units, Secured Rental Units, and Rent Controlled Rental Units; and

without limiting the general scope of section 6.4 and 6.5, the Owner does hereby waive, remise and release absolutely any and all claims against the City and City Personnel for any Losses that may derive from the withholding of an Occupancy Permit until there is compliance with the provisions of this section 2.1.

## **2.2 Use of Replacement Rental Units – The Owner covenants and agrees that:**

- (a) it will provide every Eligible Tenant with a right of first refusal agreement satisfactory to the City to occupy a Replacement Rental Unit in the New Building following issuance of the Occupancy Permit and with a starting rent as set forth in the Schedule B;
- (b) it will provide every Eligible Tenant with the notice, moving expenses and assistance and other benefits and assistance set out in the Tenant Relocation Plan;
- (c) it will in all other respects comply with and fulfil the terms and conditions set out in the Tenant Relocation Plan;
- (d) for Rental Replacement Units in the New Building where Eligible Tenants choose not to return to the New Building, that any new tenants have a starting rent as set forth in the Schedule B; and
- (e) within thirty (30) days after receiving notice from the City, the Owner must, in respect of each Rental Replacement Unit, provide to the City a statutory declaration, substantially in the form (with, in the City's discretion, such further amendments or additions as deemed necessary) attached as Schedule A-1, sworn by the Owner, containing all of the information required to complete the statutory declaration. The City may request such statutory declaration in respect to each Rental Replacement Rental Unit no more than once in any calendar year; provided, however, notwithstanding that the Owner may have already provided such statutory declaration in the particular calendar year, the City may request and the Owner shall provide to the City such further statutory declarations as requested by the City in respect to a Rental Replacement Unit if, in the City's absolute determination, the City believes that the Owner is in breach of any of its obligations under this Agreement.

- 2.3 Use of Rent Controlled Rental Units** – The Owner covenants and agrees that the following apply in respect of those who occupy a Rent Controlled Rental Unit:
- (a) for a period of 10 years following the occupancy of the building, the total gross annual income of all individuals who are of the Age of Majority within the Household who occupy the Rent Controlled Rental Unit must not exceed the Income Threshold required for Income Tested Tenants under this Agreement; and
  - (b) at least seven (7) days prior to the occupancy of a Rent Controlled Rental Unit by a new tenant, the Owner of the Rent Controlled Rental Unit must deliver to the City a Statutory Declaration, substantially in the form (with, in the City's discretion, such further amendments or additions as deemed necessary) attached as Schedule A-2, sworn by the Income Tested Tenant under oath before a commissioner for taking affidavits in British Columbia, containing all of the information required to complete the Statutory Declaration.
- 2.4 Operation of Dwelling Units** – The Owner agrees to operate and maintain the Dwelling Units only as Rental Units subject to the *Residential Tenancy Act*.
- 2.5 Short-term Rentals Prohibited** – The Owner agrees that no Dwelling Unit may be rented to any person for a term of less than one (1) year.
- 2.6 Requirement for Statutory Declaration** – Wherever in this Agreement a statutory declaration is required, it must be executed in the form attached as a schedule to this Agreement and witnessed by a commissioner for oaths for British Columbia.
- 2.7 No Subdivision to Allow Separate Sale** – The Owner must not without the prior approval of the City Council Stratify or Subdivide a Dwelling Unit in a building on the Land or transfer the title to a Dwelling Unit to a person unless all Dwelling Units in the building are transferred to the same person in accordance with section 3.3. Without limitation, the Owner acknowledges that the City will not support applications for Stratification or Subdivision of any buildings on the Lands in any manner that would allow the Dwelling Units to be sold independently of each other.
- 2.8 City Authorized to Make Inquiries** – The Owner hereby irrevocably authorizes the City to make such inquiries as it considers necessary in order to confirm that the Owner is complying with this Agreement.
- 2.9 Records and Inspection of Records** - The Owner must retain all Records that pertain to its obligations under this Agreement for not less than seven (7) years following the date of receipt or production of the Records. The City will have the right to inspect the Records including the right to enter any premises used by the Owner to keep or store the Records at any time after the delivery of notice to the Owner and will have the immediate right to make extracts from and take copies of the Records.

## **2.10 Strata Corporation is Subject to Agreement**

- (a) This Agreement will be binding upon all strata corporations (“Strata Corporations”) created upon the strata title Subdivision of the Lands, the Leasehold Interest, or any Subdivided parcel of the Lands or the Leasehold Interest.
- (b) Any Strata Corporation bylaw which prevents, restricts, or abridges the right to use the Affordable Rental Units as affordable rental housing will have no force and effect.
- (c) No Strata Corporation will pass any bylaws preventing, restricting, or abridging the use of the Affordable Rental Units as affordable rental housing.

## **ARTICLE 3 OCCUPANCY, DISPOSITION AND ACQUISITION OF DWELLING RENTAL UNITS**

### **3.1 Occupancy of Dwelling Units** – The Owner must not rent, lease, license or otherwise permit occupancy of any Dwelling Unit except in accordance with the following additional conditions:

- (a) the Dwelling Unit will be used or occupied only pursuant to a Tenancy Agreement;
- (b) the monthly rent payable by a Tenant for the right to occupy a Dwelling Unit must not exceed the Permitted Rent in respect of the number of bedrooms of the Dwelling Unit;
- (c) the Owner will not require the Tenant or any permitted occupant to pay any extra charges or fees for use of any facilities or amenities, or for sanitary sewer, storm sewer, water, other utilities, or property or similar tax;
- (d) the Owner will attach a copy of this Agreement to every Tenancy Agreement;
- (e) the Owner will include in the Tenancy Agreement a clause requiring the Tenant and each permitted occupant of the Dwelling Unit to comply with this Agreement;
- (f) the Owner will include in the Tenancy Agreement a clause entitling the Owner to terminate the Tenancy Agreement if:
  - (i) a Dwelling Unit is occupied by a person or persons other than the Tenant;
  - (ii) the annual income of an Income Tested Tenant for a Rent Controlled Rental Unit rises above the applicable maximum amount specific in section 1.1(h) of this Agreement;
  - (iii) the Dwelling Unit is occupied by more than the number of people the City’s building inspector determines can reside in the Dwelling Unit given the number and size of bedrooms in the Dwelling Unit and in light of any relevant standards set by the City in any bylaws of the City;
  - (iv) the Dwelling Unit remains vacant for three (3) consecutive months or longer, notwithstanding the timely payment of rent;
  - (v) the Tenant fails to pay rent when due in accordance with the Tenancy

Agreement and the *Residential Tenancy Act*; and/or

- (vi) the Landlord is entitled, for any reason, to terminate the Tenancy Agreement in accordance with the Tenancy Agreement and the *Residential Tenancy Act*,

and in the case of each breach, the Owner hereby agrees with the City to forthwith provide to the Tenant a notice of termination. The notice of termination shall provide that the termination of the tenancy shall be effective thirty (30) days following the date of the notice of termination;

- (f) the Tenancy Agreement will identify all occupants of the Dwelling Unit and will stipulate that anyone not identified in the Tenancy Agreement will be prohibited from residing at the Dwelling Unit for more than thirty (30) consecutive days or more than forty-five (45) days total in any calendar year; and
- (g) the Owner will forthwith deliver a certified true copy of the Tenancy Agreement to the City upon demand subject to the *Residential Tenancy Act*.

**3.2 Tenant to Vacate Rental Unit Upon Termination** – If the Owner has terminated the Tenancy Agreement, then the Owner shall use best efforts to cause the Tenant and all other persons that may be in occupation of the Dwelling Unit to vacate the Dwelling Unit on or before the effective date of termination subject to the *Residential Tenancy Act*.

**3.3 No Separate Sale** – The Owner covenants with the City that the Owner will not sell or transfer, or agree to sell or transfer, any interest in any building on the Lands (or if the building has been stratified, any strata lot) containing a Dwelling Unit on the Lands other than a full interest in the title to all Dwellings Units, and to a person that will in a manner satisfactory to the City continue to ensure that all Dwelling Units are available for rental in accordance with this Agreement.

**3.4 Rental Tenure** – Rental tenure will be guaranteed for the Dwelling Units for the life of the building.

#### **ARTICLE 4 DEMOLITION OF DWELLING UNIT**

**4.1 Demolition** – The Owner will not demolish a Dwelling Unit unless:

- (a) the Owner has obtained the written opinion of a professional engineer or architect who is at arm's length to the Owner that it is no longer reasonable or practical to repair or replace any structural component of the Dwelling Unit, and the Owner has delivered to the City a copy of the engineer's or architect's report; or
- (b) the Dwelling Unit is damaged or destroyed, to the extent of 40% or more of its value above its foundations, as determined by the City, in its sole discretion,

and, in each case, a demolition permit for the Dwelling Unit has been issued by the City and the Dwelling Unit has been demolished under that permit.

Following demolition, the Owner will use and occupy any replacement Dwelling Unit

in compliance with this Agreement to the same extent and in the same manner as this Agreement applies to the original Dwelling Unit, and the Dwelling Unit must be approved by the City as a Replacement Rental Unit, Rent Controlled Rental Unit, or Secure Rental Unit, in accordance with this Agreement.

## **ARTICLE 5 DEFAULT AND REMEDIES**

- 5.1 Payment of Excess Charges** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Dwelling Unit is used or occupied in breach of this Agreement, if an Dwelling Unit is rented at a rate in excess of the Permitted Rent or the Owner imposes in respect of any tenancy of a Dwelling Unit any fee or charge of whatsoever nature other than Permitted Tenant Charges, the Owner will pay the Excess Charges to the City. The Excess Charges are due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.2 Payment of Daily Amount** – The Owner agrees that, in addition to any other remedies available to the City under this Agreement or at law or in equity, if a Dwelling Unit is used or occupied in breach of this Agreement, or the Owner is otherwise in breach of any of its obligations under this Agreement, the Owner will pay the Daily Amount to the City for every day that the breach continues after forty-five (45) days' written notice from the City to the Owner stating the particulars of the breach. The Daily Amount is due and payable five (5) business days following receipt by the Owner of an invoice from the City for the same.
- 5.3 Rent Charge** – The Owner hereby grants to the City a perpetual rent charge against the Lands securing payment by the Owner to the City of any amount payable by the Owner pursuant to section 5.2 of this Agreement. The Owner agrees that the City, at its option, may enforce payment of such outstanding amount in a court of competent jurisdiction as a contract debt, by an action for and order for sale, by proceedings for the appointment of a receiver, or in any other method available to the City at law or in equity. This rent charge is created both under section 205(2)(b) of the *Land Title Act* as an integral part of the statutory covenant created by this Agreement and as a fee simple rent charge at common law. Enforcement of this rent charge by the City does not limit, or prevent the City from enforcing, any other remedy or right the City may have against the Owner.
- 5.4 Damages Inadequate** – Notwithstanding section 5.2 and 5.3, the Owner acknowledges and agrees that in case of a breach of this Agreement which is not fully remediable by the mere payment of money and promptly so remedied, the harm sustained by the City and to the public interest will be irreparable and not susceptible of adequate monetary compensation.
- 5.5 No Remedy is Exclusive** – No remedy under this Agreement is deemed to be exclusive but will, where possible, be cumulative with all other remedies available under this Agreement, at law or in equity.

## ARTICLE 6 MISCELLANEOUS

### 6.1 **Housing Agreement** – The Owner acknowledges and agrees that:

- (a) this Agreement includes a housing agreement entered into under section 483 of the *Local Government Act* and a covenant under section 219 of the *Land Title Act*;
- (b) the Owner will, at its sole cost register this Agreement in the LTO pursuant to section 483 of the *Local Government Act* against the title to the Lands.

### 6.2 **Modification** – this Agreement may be modified or amended from time to time, by consent of the Owner and a bylaw duly passed by the Council of the City and thereafter if it is signed by the City and the Owner.

### 6.3 **Management** – The Owner covenants and agrees that it will furnish good and efficient management of the Dwelling Units, that all Dwelling Units will be managed by the same manager and that the Owner will permit representatives of the City to inspect the Dwelling Units at any reasonable time, subject to the notice provisions in the *Residential Tenancy Act*. The Owner further covenants and agrees that it will maintain the Dwelling Units in a good state of repair and fit for habitation and will comply with all laws, including health and safety standards applicable to the Lands. Notwithstanding the foregoing, the Owner acknowledges and agrees that the City, acting reasonably, may require the Owner, at the Owner's expense, to hire a person or company with the skill and expertise to manage the Dwelling Units.

### 6.4 **Indemnity** – The Owner will indemnify and save harmless the City and each of its elected officials, officers, directors, and agents, and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, actions, loss, damage, costs and liabilities, which all or any of them will or may be liable for or suffer or incur or be put to by reason of or arising out of:

- (a) any negligent act or omission of the Owner, or its officers, directors, agents, contractors or other persons for whom at law the Owner is responsible relating to this Agreement;
- (b) the construction, maintenance, repair, ownership, lease, license, operation, management or financing of the Lands or any Dwelling Unit or the enforcement of any Tenancy Agreement; or
- (c) without limitation, any legal or equitable wrong on the part of the Owner or any breach of this Agreement by the Owner.

### 6.5 **Release** – The Owner hereby releases and forever discharges the City and each of its elected officials, officers, directors, and agents, and its and their heirs, executors, administrators, personal representatives, successors and assigns, from and against all claims, demands, damages, actions, or causes of action by reason of or arising out of or which would or could not occur but for the:

- (a) construction, maintenance, repair, ownership, lease, license, operation or management of the Lands or any Dwelling Unit under this Agreement; or
- (b) the exercise by the City of any of its rights under this Agreement.

**6.6 Survival** – The indemnity and release set out in this Agreement will survive termination or discharge of this Agreement.

**6.7 Priority** – The Owner will do everything necessary, at the Owner's expense, to ensure that this Agreement will be noted and registered against title to the Lands in priority to all financial charges and financial encumbrances which may have been registered or are pending registration against title to the Lands save and except those specifically approved in advance in writing by the City or in favour of the City, and that a notice under section 483(5) of the *Local Government Act* will be filed on the title to the Lands.

**6.8 City's Powers Unaffected** – This Agreement does not:

- (a) affect, fetter or limit the discretion, rights, duties or powers of the City under any enactment or at common law, including in relation to the use or subdivision of the Lands;
- (b) impose on the City any legal duty or obligation, including any duty of care or contractual or other legal duty or obligation, to enforce this Agreement;
- (c) affect or limit any enactment relating to the use or subdivision of the Lands; or
- (d) relieve the Owner from complying with any enactment, including in relation to the use or subdivision of the Lands.

**6.9 Agreement for Benefit of City Only** – The Owner and the City agree that:

- (a) this Agreement is entered into only for the benefit of the City;
- (b) this Agreement is not intended to protect the interests of the Owner, any Tenant, or any future owner, lessee, occupier or user of the Lands or the building or any portion thereof, including any Dwelling Unit; and
- (c) the City may at any time execute a release and discharge of this Agreement, without liability to anyone for doing so, and without obtaining the consent of the Owner.

**6.10 No Public Law Duty** – Where the City is required or permitted by this Agreement to form an opinion, exercise a discretion, express satisfaction, make a determination or give its consent, the Owner agrees that the City is under no public law duty of fairness or natural justice in that regard and agrees that the City may do any of those things in the same manner as if it were a private party and not a public body.

**6.11 Notice** – Any notice required to be served or given to a party herein pursuant to this Agreement will be sufficiently served or given if delivered, to the postal address of the Owner set out in the records at the LTO, and in the case of the City addressed to:

City of White Rock  
15322 Buena Vista Avenue  
White Rock, BC V4B 1Y6  
Attention: Director of Corporate Administration

or to the most recent postal address provided in a written notice given by each of the parties to the other. Any notice which is delivered is to be considered to have been given on the first day after it is dispatched for delivery.

- 6.12 Enuring Effect** – This Agreement will extend to and be binding upon and enure to the benefit of the parties hereto and their respective successors and permitted assigns.
- 6.13 Severability** – If any provision of this Agreement is found to be invalid or unenforceable, such provision or any part thereof will be severed from this Agreement and the resultant remainder of this Agreement will remain in full force and effect.
- 6.14 Waiver** – All remedies of the City will be cumulative and may be exercised by the City in any order or concurrently in case of any breach and each remedy may be exercised any number of times with respect to each breach. Waiver of or delay in the City exercising any or all remedies will not prevent the later exercise of any remedy for the same breach or any similar or different breach.
- 6.15 Whole Agreement** – This Agreement, and any documents signed by the Owner contemplated by this Agreement, represent the whole agreement between the City and the Owner respecting the use and occupation of the Dwelling Unit, and there are no warranties, representations, conditions or collateral agreements made by the City except as set forth in or contemplated by this Agreement.
- 6.16 Further Assurance** – Upon request by the City the Owner will forthwith do such acts and execute such documents as may be reasonably necessary in the opinion of the City to give effect to this Agreement.
- 6.17 Agreement Runs with Lands** – This Agreement burdens and runs with the Lands and every parcel into which it is Subdivided in perpetuity. All of the covenants and agreements contained in this Agreement are made by the Owner for itself, its personal administrators, successors and assigns, and all persons who after the date of this Agreement acquire an interest in the Lands.
- 6.18 Equitable Remedies** – The Owner acknowledges and agrees that damages would be an inadequate remedy for the City for any breach of this Agreement and that the public interest strongly favours specific performance, injunctive relief (mandatory or otherwise), or other equitable relief, as the only adequate remedy for a default under this Agreement.
- 6.19 No Joint Venture** – Nothing in this Agreement will constitute the Owner as the agent, joint venturer, or partner of the City or give the Owner any authority to bind the City in any way.



- 6.20 Applicable Law** – The laws of British Columbia (including, without limitation, the *Residential Tenancy Act*) will apply to this Agreement and all statutes referred to herein are enactments of the Province of British Columbia.
- 6.21 Deed and Contract** – By executing and delivering this Agreement the Owner intends to create **both** a contract and a deed executed and delivered under seal.
- 6.22 Joint and Several** – If the Owner is comprised of more than one person, firm or body **corporate**, then the covenants, agreements and obligations of the Owner shall be joint and several.
- 6.23 Limitation on Owner's Obligations** – The Owner is only liable for breaches of this Agreement that occur while the Owner is the registered owner of the Lands provided however that notwithstanding that the Owner is no longer the registered owner of the Lands, the Owner will remain liable for breaches of this Agreement that occurred while the Owner was the registered owner of the Lands.
- 6.24 Term** – This Agreement will commence on the date of its making, and will continue until the date
- (a) the Owner and City agree in writing to terminate this Agreement, and
  - (b) the City discharges this Agreement from title in the LTO as a covenant and from filing in the LTO as a housing agreement.
- 6.25 Expiry of Housing Agreement** – Upon expiry, the Owner may provide to the City a draft discharge of this Agreement, which the City will execute and return to the Owner for filing and registration in the LTO.

IN WITNESS WHEREOF the parties hereto have executed this Agreement on the *Land Title Act* Form C and D which is attached to and forms part of this Agreement.

SCHEDULE A - 1  
**STATUTORY DECLARATION**

CANADA	)	IN THE MATTER OF A HOUSING
	)	AGREEMENT WITH THE
	)	CORPORATION OF THE
	)	CITY OF WHITE ROCK
PROVINCE OF BRITISH COLUMBIA	)	
	)	("Housing Agreement")

TO WIT:

I, \_\_\_\_\_ of \_\_\_\_\_, British  
Columbia, do solemnly declare that:

1. I am the owner or authorized signatory of the owner of \_\_\_\_\_  
(the "**Replacement Rental Unit**"), and make this declaration to the best of my  
personal knowledge.
2. This declaration is made pursuant to the Housing Agreement in respect of the  
Replacement Rental Unit/Rent Controlled Rental Unit.
3. For the period from \_\_\_\_\_ to \_\_\_\_\_  
the Replacement Rental Unit was occupied only by the tenant(s) whose names and  
current addresses and whose current addresses appear below:

[Names, addresses, telephone number of Tenant(s)]

4. I acknowledge and agree to comply with the Owner's obligations under the Housing  
Agreement, and other charges in favour of the City noted or registered in the Land Title  
Office against the land on which the Replacement Rental Unit is situated and confirm  
that the Owner has complied with the Owner's obligations under the Housing  
Agreement.
5. I make this solemn declaration, conscientiously believing it to be true and knowing that  
it is of the same force and effect as if made under oath and pursuant to the *Canada  
Evidence Act*.

DECLARED BEFORE ME at the City of )  
\_\_\_\_\_, in the Province of British Columbia. )  
this \_\_\_\_\_ day of \_\_\_\_\_, 2021 )  
 )  
 )  
 )  
 )

\_\_\_\_\_  
A Commissioner for Taking Affidavits in the Province of  
British Columbia

\_\_\_\_\_  
Declarant

SCHEDULE A - 2

**STATUTORY DECLARATION**

CANADA	)	IN THE MATTER OF A HOUSING
	)	AGREEMENT WITH THE
	)	CORPORATION OF THE
	)	CITY OF WHITE ROCK
PROVINCE OF BRITISH COLUMBIA	)	
	)	("Housing Agreement")

---

TO WITNESS:

I, \_\_\_\_\_ of \_\_\_\_\_, British  
Columbia,  
[Print name] [Address]

DO SOLEMNLY DECLARE THAT:

1. This declaration is made with respect to the Dwelling Unit municipally described as \_\_\_\_\_, White Rock, British Columbia and legally described as \_\_\_\_\_ PID: \_\_\_\_\_  
(the "Rent Controlled Rental Unit").
2. I am an occupier of the Rent Controlled Rental Unit, having reached the Age of Majority, and make this declaration to the best of my personal knowledge and believe the statements in this declaration are true.
3. This declaration is made pursuant to the Housing Agreement registered against title to the Rent Controlled Rental Unit (the "Housing Agreement").
4. I have received and reviewed a copy of the Housing Agreement and acknowledge that the terms and definitions in the Housing Agreement also apply to this declaration.

5. The names of all persons in my Household and their addresses for the past twelve (12) months are as follows:

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*[Insert names and addresses of all occupants of Rent Controlled Rental Unit Unit]*

6. The annual gross income of all of the individuals described in paragraph 5 above who have reached the Age of Majority is \$\_\_\_\_\_. This amount does not exceed the Income Threshold under paragraph 7 below. Accompanying this declaration, unless otherwise waived in writing by the City, are true copies of the Notices of Assessment provided by the Canada Revenue Agency for the two most recent years for all individuals of my Household who are older than the Age of Majority.
7. As of the date of this declaration, the current Income Threshold for my Household is \$\_\_\_\_\_.
8. I have a real and substantial connection with the City of White Rock based on one of the following considerations (*initial applicable box and provide details in space beside box*):

- ☐ I, or at least one member of my Household has resided in the City of White Rock for at least twelve (12) months before occupying the Rent Controlled Rental Unit (*provide details if applicable*):

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- ☐ I, or at least one member of my Household has full-time employment within the City of White Rock (*provide details if applicable*):

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- ☐ at least one member of the Household is enrolled in school or college on a full-time basis within the City of White Rock (*provide details if applicable*):

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[\_\_\_\_\_] I have a real and substantial connection with the City of White Rock based on the following considerations (*provide details if applicable*):

\_\_\_\_\_  
\_\_\_\_\_

9. I agree to comply with the Owner's obligations under the Housing Agreement and other charges in favour of the City registered in the Land Title Office against the Rent Controlled Rental Unit for so long as I am an occupier of the Rent Controlled Rental Unit.
10. I acknowledge and agree that damages are not an adequate remedy to the City in respect of any breach of the Housing Agreement by the Owner of an Rent Controlled Rental Unit, such that I agree the City will be entitled to an order for specific performance, injunction or other specific relief respecting any breach of this Agreement by the Owner or an occupier and to legal costs on a solicitor and client basis.
11. I make this solemn declaration, conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and pursuant to the *Canada Evidence Act*.

DECLARED BEFORE ME AT \_\_\_\_\_ )  
\_\_\_\_\_ THIS \_\_\_\_\_ )  
\_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_ )  
\_\_\_\_\_ )  
\_\_\_\_\_ )  
\_\_\_\_\_ )

\_\_\_\_\_  
*Print name:* \_\_\_\_\_ )  
A commissioner of oaths for the \_\_\_\_\_ )  
the Province of British Columbia \_\_\_\_\_ )  
[Affix Commissioner's stamp or seal] \_\_\_\_\_ )  
\_\_\_\_\_ )  
\_\_\_\_\_ )  
\_\_\_\_\_ )

\_\_\_\_\_  
DECLARANT

**NOTE: A false declaration may result in a fine of up to \$2000.00, up to six months' imprisonment, or both.**

## SCHEDULE B

### PERMITTED RENT

<b>“Replacement Rental Units” rented to Returning Tenants</b>		
<b>Unit Type</b>	<b>One-Bedroom</b>	<b>Two-Bedroom</b>
<b>Permitted Rent</b>	<ul style="list-style-type: none"> <li>Rent capped at the percent below the market rent charged for a similar unit in the Development in the table below, per the length in tenancy when the Occupancy Report is accepted by the City.</li> <li>In no case shall the starting rent exceed \$1,500 for a one-bedroom or \$2,000 for a two-bedroom unit</li> </ul>	
	<b>Length of Tenancy (in years)</b>	<b>% Below Market Rent</b>
	Less than 1	20%
	1	21%
	2	22%
	3	23%
	4	24%
	5	25%
	6	26%
	7	27%
	8	28%
	9	29%
	10 or more	30%

<b>“Replacement Rental Units” rented to New (Non-Returning) Tenants</b>		
<b>Unit Type</b>	One-Bedroom	Two-Bedroom
<b>Permitted Rent</b>	10 percent below the market rent charged for a similar unit in the Development.	10 percent below the market rent charged for a similar unit in the Development.

<b>“Rent Controlled Rental Units” rented to Income Tested Tenants</b>		
<b>Unit Type</b>	One-Bedroom	Two-Bedroom
<b>Permitted Rent for a period of 10 years following the occupancy of the building</b>	Average rent for this unit type in White Rock determined by Canada Mortgage and Housing Corporation’s most recent Rental Market Survey	Average rent for this unit type in White Rock determined by Canada Mortgage and Housing Corporation’s most recent Rental Market Survey
<b>Permitted Rent following 10 years since the occupancy of the building</b>	No maximum.	No maximum.

<b>“Secured Rental Units”</b>		
<b>Unit Type</b>	One-Bedroom	Two-Bedroom
<b>Permitted Rent</b>	No maximum.	No maximum.





October 29, 2021

Ref: 268537

Mayors and Regional District Chairs of British Columbia

Dear Mayors and Chairs:

I am pleased to announce that the Province of British Columbia recently launched the CleanBC Roadmap to 2030. Building on actions in our 2018 CleanBC plan, the Roadmap to 2030 is a stronger, more ambitious climate plan to reach our 2030 emissions reductions targets and build a strong, low-carbon economy.

The Roadmap to 2030 includes actions across eight pathways including: low-carbon energy; transportation; buildings; communities; industry; agriculture, aquaculture and fisheries; forest bioeconomy; and negative emissions technologies. Highlights of the Roadmap include:

- New requirements to make all new buildings net-zero emissions by 2030
- A nation leading adoption of zero-emission vehicles with 90 percent ZEVs by 2030 and 100 percent by 2035
- An accelerated shift towards active transportation and public transit
- A commitment to increase the price on carbon pollution to meet or exceed the federal benchmark, with supports for people and businesses
- Requirements for new industry projects to have enforceable plans to reach net-zero emissions by 2050
- Stronger regulations that will nearly eliminate industrial methane emissions by 2035
- Increased clean fuel and energy efficiency requirements
- A Clean Transportation Action Plan will support emission reductions by focusing on efficiency-first transportation options

Local governments across B.C. have consistently shown leadership and commitment to taking action on climate change. Continuing the partnership between local governments and the province is key to achieving our shared goals. The Roadmap to 2030 highlights the prominent role that communities have in reaching those goals and commits to establishing a new program in 2022 to support local government climate actions through flexible, predictable funding.

.../2

The expanded climate actions in the Roadmap to 2030 will accelerate our transition to a net-zero future and ensure we meet B.C.'s legislated greenhouse gas target of 40 percent below 2007 levels by 2030. To learn more and to read the CleanBC Roadmap to 2030, please visit: [www.cleanbc.gov.bc.ca](http://www.cleanbc.gov.bc.ca) and read the [news release](#).

I would also like to share with you the [2021 Climate Change Accountability Report](#). The report includes detailed information on CleanBC progress over the 2020-2021 period to reduce carbon pollution, prepare for climate impacts and create low-carbon economic opportunities for people across B.C. It also includes emissions data for the 2019 reporting year.

Sincerely,



Josie Osborne  
Minister

pc: Chief Administrative Officers



## **TransLink launches first-ever sweepstakes for transit users**

*“Tap In to Win” contest includes travel and transportation prizes*

*November 1<sup>st</sup>, 2021*

NEW WESTMINSTER, B.C. – TransLink is launching its first-ever sweepstakes and all transit customers will be eligible to win.

The TransLink “Tap In to Win” Sweepstakes is being launched to thank customers, help boost economic recovery in the region and rebuild transit ridership.

For every transit trip a customer takes tapping in with their registered Compass card, they will be entered into the monthly TransLink Sweepstakes. Tap In to Win prizes include a range of travel and transportation-related items from our partners at Destination Vancouver, Rad Power Bikes, BC Ferries and YVR.

Prizes include:

- 2 electric bikes
- 5 one-year Compass cards
- BC Ferries vacation package
- 15 Stay-and-play packages including hotels, restaurants and attractions
- Sports fan experience package
- Uniglobe Flight Voucher

“While we hope this contest encourages people to come back to transit, this is also our way of saying thank you to our customers,” says TransLink CEO Kevin Quinn. “We are continually grateful to our customers for how they have stuck with us through the challenges of the last 18 months. We also want to welcome new customers and encourage people to once again choose transit, knowing that it is a safe, efficient, and greener way of moving around our region.”

The contest launches on November 1<sup>st</sup> and will run for five months with prize draws occurring each month. Customers must [register](#) their Compass Card to be entered to win. For a full list of details, rules and how to enter and win, visit: [translink.ca/tapintowin](https://translink.ca/tapintowin)

### **More information:**

[Register](#) your compass card

Contest [terms and conditions](#)

### **Media contact:**

TransLink Media Relations

E: [media@translink.ca](mailto:media@translink.ca)

# City of White Rock – 2021 Council Meeting Schedule

Approved November 9, 2020

January						
S	M	T	W	T	F	S
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

February						
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	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						

March						
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14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

April						
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				1	2	3
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11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

May						
S	M	T	W	T	F	S
						1
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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

June						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

July						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

August						
S	M	T	W	T	F	S
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15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

September						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

October						
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17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

November						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

December						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

	Regular Council meetings and Public Hearings commence at 7:00 p.m. <b>Note:</b> <b>Public Hearings</b> will be held as needed, one date per month has been pre-scheduled for <b>Public Hearings</b> should it be required, they are noted in <b>Grey</b> .	Deputy Mayor Rotation	
		Jan 1 – Mar 1	Cllr. Chesney
		Mar 2 – May 1	Cllr. Kristjanson
	Local Government Leadership Academy (LGLA), Elected Officials Seminar (April 29-30, Vancouver, BC)	May 2 – July 1	Cllr. Trevelyan
	Lower Mainland Local Gov't Association (LMLGA), AGM & Conference (May 12-14, Harrison Hot Springs, BC)	July 2 – Aug 31	Cllr. Manning
	FCM Annual Conference (June 3-6, Montreal, QC)	Sept 1 – Oct 31	Cllr. Johanson
	Union of BC Municipalities Convention (September 13-17, Vancouver, BC)	Nov 1 – Dec 31	Cllr. Fathers
	Spring Break – Surrey /White Rock School District No. 36 (March 15-26)		
	Statutory Holidays and City Hall Closure		
	FCM Sustainable Communities Conference (2021 dates not announced yet)		
	LGLA Forum (Virtual, February 3 @ 1pm – February 4 @ 4pm)		
<b>Note:</b> Standing Committees of Council are to be held at the call of the Chairperson and will be advertised in the newspaper and on the City's website.			
All meetings are held in the City Hall Council Chambers unless otherwise noted. 15322 Buena Vista Avenue, White Rock BC <a href="http://www.whiterockcity.ca">www.whiterockcity.ca</a> or call 604-541-2212			

**Topics of Council Closed Meetings from  
September 2020 to July 26, 2021**

<b>DATE</b>	<b>CONTENT</b>
Sept 14, 2020	<ul style="list-style-type: none"> <li>• Land Negotiations / Municipal Service (City Hall)</li> <li>• Content topics from Feb 2020 to July 31, 2020</li> </ul>
Sept 22, 2020	<ul style="list-style-type: none"> <li>• Negotiation Semiahmoo First Nation (SFN) including seeking grant opportunities and relationship protocol agreement (MOU)</li> </ul>
Sept 28, 2020	<ul style="list-style-type: none"> <li>• Negotiations SFN including service agreements</li> <li>• Land / Litigation Remedial Action (Coldicutt Ravine)</li> </ul>
Oct 5, 2020	<ul style="list-style-type: none"> <li>• Personnel Workplace Review and Code of Conduct - Committee</li> </ul>
Oct 19, 2020	<ul style="list-style-type: none"> <li>• Legal in regard to Negotiations SFN including service agreements</li> <li>• Land / Litigation Remedial Action</li> <li>• City Property and Lease Expiry</li> </ul>
Nov 16, 2020	<ul style="list-style-type: none"> <li>• CAO Annual Performance Review</li> <li>• Negotiations with BNSF</li> <li>• Closed Council Direction 2018 – 2020 information release</li> </ul>
Nov 23, 2020	<ul style="list-style-type: none"> <li>• Legal Update Litigation 1310 Johnston Road</li> </ul>
Dec 2, 2020	<ul style="list-style-type: none"> <li>• CAO Annual Performance Review</li> </ul>
Jan 11, 2021	<ul style="list-style-type: none"> <li>• Committee Appointments</li> </ul>
Feb 17, 2021	<ul style="list-style-type: none"> <li>• Presentation Understanding Complexities of Employment 2021</li> <li>• CAO Action Plan 2021</li> <li>• Land Purchase consideration</li> <li>• Consideration of Release of Closed Information 2018-2020</li> </ul>
April 12, 2021	<ul style="list-style-type: none"> <li>• Land negotiation 1510 Johnston Road</li> <li>• CUPE Contract Negotiation</li> <li>• Proposed Land Purchase</li> <li>• Litigation – Property</li> <li>• Committee Appointments ADP</li> </ul>
May 17, 2021	<ul style="list-style-type: none"> <li>• Litigation for Municipal Contract</li> <li>• Proposed Land Purchase</li> </ul>

**Content of Council Closed Meetings from  
Topics of Council Closed Meetings from  
February 2020 to July 26, 2021**

Page 2

June 14, 2021	<ul style="list-style-type: none"> <li>• Committee Appointments (Arts and Culture, Economic Development, Environmental, History and Heritage, Housing and Public Art)</li> </ul>
June 28, 2021	<ul style="list-style-type: none"> <li>• Harassment and Bullying Respectful Workplace Policy 405</li> <li>• Legal 1454 Oxford Street Development (what Council could legally consider at this time)</li> <li>• 1510 Johnston Road Land Negotiation Update</li> <li>• CUPE Contract Negotiations</li> <li>• Encroachment Litigation</li> </ul>
July 26, 2021	<ul style="list-style-type: none"> <li>• Legal 1454 Oxford Street Development (what Council could legally consider at this time)</li> <li>• CUPE Contract Negotiations</li> </ul>