



**NORTH COAST REGIONAL DISTRICT
REGULAR BOARD MEETING AGENDA**
Held at 344 2nd Avenue West, Prince Rupert, B.C.
Friday, September 21, 2018 at 7:00 p.m.

1. CALL TO ORDER

2. CONSIDERATION OF AGENDA (additions/deletions)

3. BOARD MINUTES & BUSINESS ARISING FROM MINUTES

3.1	Minutes of the Regular Meeting of the North Coast Regional District Board held August 17, 2018	Pg 1-10
-----	--	---------

4. STANDING COMMITTEE/COMMISSION MINUTES – BUSINESS ARISING

4.1	Minutes of the Regular Meeting of the Electoral Area Advisory Committee held May 25, 2018	Pg 11-13
4.2	Minutes of the Regular Meeting of the Moresby Island Management Committee held June 5, 2018	Pg 14-15

5. DELEGATIONS

None.	---
-------	-----

6. FINANCE

6.1	S. Gill, Treasurer – Cheques Payable over \$5,000 for August, 2018	Pg 16
-----	--	-------

7. CORRESPONDENCE

7.1	Northern Health – A public Health Approach to Non-Medical Cannabis	Pg 17-20
7.2	Green Communities Committee – Climate Action Charter Commitment	Pg 21-22
7.3	Regional District of Kitimat-Stikine – Recycle BC Consultation on July 2018 Draft Program Plan	Pg 23-25
7.4	AKd Resource – Review of the Auditor General for Local Government Act and Office	Pg 26
7.5	North Central Local Government Association – Wildfire Message	Pg 27
7.6	Small Housing Summit – Event Information: Small Housing Summit	Pg 28-29
7.7	Institute of Corporate Directors – Board Oversight of Harassment Course	Pg 30 -31

7.8	Municipal Finance Authority of B.C. – Divestment/Socially Responsible Investing – Letter to New Westminster	Pg 32-36
-----	---	----------

8. REPORTS / RESOLUTIONS

8.1	D. Fish, Corporate Officer – Regional Recycling Facility Capital Upgrades Loan Authorization Bylaw No. 626, 2018	Pg 37-38
8.2	M. Williams, Planning Consultant – OCP and Zoning Amendment – Tourist Accommodation	Pg 39-45

9. BYLAWS

9.1	Bylaw No. 626, 2018 – Being a bylaw to authorize the borrowing of \$500,000 for the purpose of borrowing funds to complete capital upgrades to the Regional Recycling Facility <i>Prior to being given first, second and third readings.</i>	Pg 46-47
9.2	Bylaw No. 621, 2018 – Being a bylaw to establish a service to provide a contribution to the cost of providing and operating arts and cultural centres <i>Prior to being given second reading.</i>	Pg 48-50

10. LAND REFERRALS / PLANNING *(Voting restricted to Electoral Area Directors)*

10.1	M. Williams, Planning Consultant – Land Referral: Timber Extraction, Right of Way	Pg 51-64
10.2	M. Williams, Planning Consultant – Land Referral: Hidden Valley RV	Pg 65-68

11. NEW BUSINESS

11.1	Directors' Reports	Verbal
11.2	Proactive Vessel Management: Discussion Paper	Pg 69-78
11.3	BC News Room – New Infrastructure Investments will Build Stronger Communities	Pg 79-80

12. OLD BUSINESS

None.	---
-------	-----

13. PUBLIC INPUT

14. IN-CAMERA

That the public be excluded from the meeting according to section 90(1)(e) of the <i>Community Charter</i> “the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality”.	---
--	-----

15. ADJOURNMENT



NORTH COAST REGIONAL DISTRICT

MINUTES of the Regular Meeting of the Board of Directors of the North Coast Regional District (NCRD) held at 344 2nd Avenue West in Prince Rupert, B.C. on Friday, August 17, 2018 at 7:00 p.m.

PRESENT

PRIOR TO ADOPTION

Chair	B. Pages, Village of Masset
Directors	L. Brain, City of Prince Rupert B. Cunningham, City of Prince Rupert D. Franzen, District of Port Edward G. Martin Village of Queen Charlotte U. Thomas, Village of Port Clements D. Nobels, Electoral Area A L. Budde, Alternate, Electoral Area C M. Racz, Electoral Area D
Regrets	K. Bergman, Electoral Area C B. Beldessi, Electoral Area E
Staff	D. Chapman, Chief Administrative Officer D. Fish, Corporate Officer S. Gill, Treasurer
Public	0
Media	1

1. CALL TO ORDER 7:02 p.m.

2. AGENDA

MOVED by Director Martin, SECONDED by Director Nobels, that the August 17, 2018 North Coast Regional District Regular amended agenda be further amended and adopted to include the following:

7.15 City of Prince Rupert – Request for Letter of Support for Water Infrastructure Improvements

308-2018

CARRIED

3. MINUTES & BUSINESS ARISING FROM MINUTES

3.1 Minutes of the Regular Meeting of the North Coast Regional District Board held June 15, 2018

MOVED by Director Martin, SECONDED by Director Franzen, that the minutes of Regular Meeting of the North Coast Regional District Board held June 15, 2018 be adopted as presented.

309-2018

CARRIED

- 3.2 Minutes of the North Coast Regional District Committee of the Whole Meeting held June 16, 2018

MOVED by Director Franzen, SECONDED by Director Nobels, that the minutes of the North Coast Regional District Committee of the Whole meeting held June 16, 2018 be adopted as presented.

310-2018

CARRIED

- 3.3 Minutes of the Special Meeting of the North Coast Regional District Board held July 25, 2018

MOVED by Director Franzen, SECONDED by Director Brain, that the minutes of Special Meeting of the North Coast Regional District Board held July 25, 2018 be adopted as presented.

311-2018

CARRIED

4. STANDING COMMITTEE/COMMISSION MINUTES – BUSINESS ARISING

None.

5. DELEGATIONS

None.

6. FINANCE

- 6.1 S. Gill, Treasurer – Cheques Payable over \$5,000 for June, 2018

MOVED by Director Franzen, SECONDED by Director Brain, that the staff report on Cheques Payable over \$5,000 issued by the North Coast Regional District for June, 2018 be received and filed.

312-2018

CARRIED

- 6.2 S. Gill, Treasurer – Cheques Payable over \$5,000 for July, 2018

MOVED by Director Racz, SECONDED by Director Thomas, that the staff report on Cheques Payable over \$5,000 issued by the North Coast Regional District for July, 2018 be received and filed.

313-2018

CARRIED

7. CORRESPONDENCE

- 7.1 TransCanada Yellowhead Highway Association – Summer Update

MOVED by Director Nobels, SECONDED by Director Cunningham, that the correspondence from the TransCanada Yellowhead Highway Association with respect to an update on its recent advocacy be received.

314-2018

CARRIED

7.2 North Central Local Government Association – NCLGA Staff Succession

MOVED by Director Brain, SECONDED by Director Cunningham, that the correspondence from the North Central Local Government Association with respect to staff succession be received.

315-2018**CARRIED**

7.3 Association of Vancouver Island and Coastal Communities – Invitation to Host AVICC Convention in 2020 or 2021

MOVED by Director Thomas, SECONDED by Director Franzen, that the correspondence from the Association of Vancouver Island and Coastal Communities with respect to its invitation to host the association convention in 2020 or 2021 be received.

316-2018**CARRIED**

7.4 ABC Communications – Innovations, Science and Economic Development Canada Reclamation of Spectrum Consultation

MOVED by Director Cunningham, SECONDED by Director Brain, that the correspondence from ABC Communications with respect to consultation on broadband spectrum reclamation be received.

317-2018**CARRIED**

7.5 Misty Isles Economic Development Society – Northern Residents Deductions

MOVED by Director Racz, SECONDED by Director Nobels, that the correspondence from the Misty Isles Economic Development Society with respect to northern residents deductions for Haida Gwaii residents be received for information.

318-2018**CARRIED**

7.6 Director Martin – BC Ferries Automobile Equivalency Units and Capacity

MOVED by Director Martin, SECONDED by Director Cunningham, that the correspondence from Director Martin, Village of Queen Charlotte, with respect to BC Ferries' automobile equivalency units and capacity be received for information.

319-2018**CARRIED**

7.7 Village of Masset – Support for Rennell Sound Recreation Site Improvements

MOVED by Director Franzen, SECONDED by Director Thomas, that the correspondence from the Village of Masset with respect to its support for the North Coast Regional District's application to the BC Rural Dividend Fund to support the Rennell Sound recreation site project be received.

320-2018**CARRIED**

7.8 Skidegate Band Council – Rennell Sound BC Rural Dividend Application

MOVED by Director Brain, SECONDED by Director Cunningham, that the correspondence from the Skidegate Band Council with respect to its support for the **North Coast Regional District's application to the BC Rural Dividend Fund to support the Rennell Sound recreation site project** be received.

321-2018**CARRIED**

7.9 Union of BC Municipalities – Gas Tax Agreement Community Works Fund Payment

MOVED by Director Brain, SECONDED by Director Franzen, that the correspondence from the Union of BC Municipalities with respect to **the North Coast Regional District's** semi-annual community works fund payment be received for information.

322-2018**CARRIED**

7.10 Misty Isles Economic Development Society – BC Ferry Corporation, MV Kwuna Schedule – Service Level Impacts to Tourism Economy

MOVED by Director Thomas, SECONDED by Director Cunningham, that the correspondence from the Misty Isles Economic Development Society to the Honourable Claire Trevena, Minister of Transportation and Infrastructure, with respect to the MC Kwuna Scheduling and service level impacts to the tourism economy be received.

323-2018**CARRIED**

7.11 Wainwright Marine Services – Environmental Protection Notice: Application for a Burn Permit under the Provisions of the Environmental Management Act

MOVED by Director Martin, SECONDED by Director Cunningham, that the correspondence from Waingwright Marine Services with respect to its application for a burn permit under the provisions of the Environmental Management Act be received.

324-2018**CARRIED**

7.12 Community Energy Association – Northern BC Electric Vehicle Workshop at UBCM

MOVED by Director Thomas, SECONDED by Director Brain, that the correspondence from the Community Energy Association with respect to the Northern BC Electric Vehicle Workshop at UBCM be received.

325-2018**CARRIED**

7.13 E. Witherly, Resident – Appointment to the Regional Recycling Advisory Committee

MOVED by Director Brain, SECONDED by Director Franzen, that the correspondence from Ellen Witherly, Prince Rupert Resident, with respect to **Ms. Witherly's request for** appointment to the Regional Recycling Advisory Committee be received;

AND THAT the Board of the North Coast Regional District, in accordance with Bylaw 588, 2014, appoint Ellen Witherly to the Regional Recycling Advisory Committee for a two-year term, effective immediately.

326-2018**CARRIED**

- 7.14 Todd Stone, MLA, Official Opposition Critic for Municipal Affairs – 2018 UBCM Official Opposition Meeting Opportunities

MOVED by Director Martin, SECONDED by Director Cunningham, that the correspondence from the BC Liberal Official Opposition with respect to meeting opportunities at the 2018 UBCM convention be received.

327-2018

CARRIED

- 7.15 City of Prince Rupert – Request for Letter of Support for Water Infrastructure Improvements

MOVED by Director Franzen, SECONDED by Director Martin, that the correspondence from the City of Prince Rupert with respect to its request for a letter of support for its application to the Investing in Canada Infrastructure program for its water infrastructure improvement project be received;

AND THAT the Board of the North Coast Regional District provide a letter of support to the City of Prince Rupert to accompany its application to the Investing in Canada Infrastructure program to support water infrastructure improvements in the City of Prince Rupert.

328-2018

CARRIED

8. REPORTS – RESOLUTIONS

- 8.1 D. Fish, Corporate Officer – Draft Social Media Policy

MOVED by Director Brain, SECONDED by Director Racz, that the report from staff **entitled “Draft Social Media Policy” be received;**

AND THAT the Board of the North Coast Regional District adopt the Social Media Policy as presented.

329-2018

CARRIED

- 8.2 D. Lomax, Recreation Coordinator – Haida Gwaii Regional Recreation: 2018 2nd Quarter Reporting

MOVED by Director Nobels, SECONDED by Director Thomas, that the report from **staff entitled “Haida Gwaii Regional Recreation: 2018 2nd Quarter Reporting” be received for information.**

330-2018

CARRIED

- 8.3 J. Musgrave, Administrative Assistant – Annual Support for Participation of the “ShakeOut BC” Drill

MOVED by Director Brain, SECONDED by Director Cunningham, that the report from staff **entitled “Annual Support for Participation of the “ShakeOut BC” Drill” be received;**

AND THAT the Board of the North Coast Regional District hereby approve **participating in the “Great ShakeOut BC” annual event** in 2018 and all subsequent years following, so long as the “ShakeOut BC” drill is held.

331-2018

CARRIED

- 8.4 D. Fish, Corporate Officer & S. Gill, Treasurer – Regional Recycling Depot Asset Upgrade Project – Investing in Canada Infrastructure Program

MOVED by Director Nobels, SECONDED by Director Brain, that the report from staff **entitled “Regional Recycling Depot Asset Upgrade Project – Investing in Canada Infrastructure Program” be received;**

AND THAT the Board of the North Coast Regional District support the North Coast **Regional District’s application to the Investing in Canada Infrastructure Program**, Environmental Quality Stream, in the amount of \$1,298, 475, for the completion of the Regional Recycling Depot Asset Upgrade Project;

AND THAT staff be directed to prepare a loan authorization bylaw for consideration at the next Regular meeting of the North Coast Regional District Board to fund the **remainder of the North Coast Regional District’s share of the Regional Recycling Depot Asset Upgrade project costs;**

AND FURTHER THAT the Regional Recycling Depot Asset Upgrade Project and its cash flows be included in the North Coast Regional District Five-Year Financial Plan Bylaw 2019-2023.

332-2018

CARRIED

- 8.5 S. Gill, Treasurer – **Elected Officials’ Remuneration**

MOVED by Director Nobels, SECONDED by Director Brain, that the report from staff **entitled “Elected Officials’ Remuneration” be received;**

AND THAT the **staff report entitled “Elected Official’s Remuneration be brought forward for further consideration following the 2018 local general election.**

333-2018

CARRIED

MOVED by Director Nobels, SECONDED by Director Cunningham, that the Board of the North Coast Regional District send correspondence to the Honourable Bill Morneau, Minister of Finance, to express the Board’s displeasure with the removal of the one-third allowance for non-taxable expenses.

334-2018

CARRIED

- 8.6 D. Fish, Corporate Officer & S. Gill, Treasurer – Gas Tax – Funding for the Rennell Sound Recreation Site

MOVED by Director Brain, SECONDED by Director Racz, that the report from staff **entitled “Gas Tax – Funding for the Rennell Sound Recreation Site” be received;**

AND THAT the Board of the North Coast Regional District allocate \$100,000 in Gas Tax Community Works Funding toward the Rennell Sound Recreation Site project.

335-2018

CARRIED

9. BYLAWS

None.

10. LAND REFERRALS / PLANNING

- 10.1 M. Williams, Planning Consultant – Land Referral: BC Ferry Licence of Occupation

MOVED by Director Nobels, SECONDED by Director Racz, that the report from the consultant entitled “Land Referral: BC Ferry Licence of Occupation” be received;

AND THAT the Board of the North Coast Regional District provide no objection to the referral.

336-2018

CARRIED

- 10.2 M. Williams, Planning Consultant – Land Referral: Lagace Lumber Industrial Lease

MOVED by Director , SECONDED by Director , that the report from the consultant entitled “Land Referral: Lagace Lumber Industrial Lease” be received;

AND THAT the Board of the North Coast Regional District provide no objection to the referral.

337-2018

CARRIED

11. NEW BUSINESS

- 11.1 Director’s Reports

MOVED by Director Cunningham, SECONDED by Director Racz, that the verbal reports from the Directors, as follows, be received:

Director Racz – Electoral Area D

- The Edge of the World Music Festival and Tlell Fall Fair were both held in August 2018. Both events were successful and had high turnout.

Director Thomas – Village of Port Clements

- Increased tourism in the local economy; and
- TELUS is currently underway with public consultation in the Village with respect to the establishment of infrastructure to support cellular communication in the community.

Director Franzen – District of Port Edward

- The District heard an update from local RCMP as a delegation at its last Regular meeting;
- The District donated \$200 toward the Prince Rupert Minor Basketball Association and \$250 toward the Friendship House Society;
- **Construction on senior’s housing in the District has now commenced; and**
- The Intertidal Music Festival was held in August and was well-attended.

Director Nobels – Electoral Area A

- There have been a couple of grizzly bear sightings in and around the community;
- Director Nobels attended the Groundfish Development Authority Annual General Meeting and allocation review meetings. Director Nobels indicated that there is concern among the group for shore-based processing businesses as quotas are sold to offshore entities.

Alternate Director Budde – Electoral Area C

- The community has hosted 5 summer students working at the cannery and

- other locations in the community, as part of the Canada Jobs program; and
- Jennifer Rice, MLA, will be visiting Oona River on August 22nd, 2018.

Director Martin – Village of Queen Charlotte

- The Village hosted the final grand opening of the completed boat launch on July 30th, 2018;
- On August 7th, 2018, the Village responded to a house fire explosion in the community. There were no fatalities or serious injuries; and
- Adventure Paving is on Haida Gwaii completing roughly \$2 million in road upgrades.

Director Cunningham – City of Prince Rupert

- The City completed a \$500,000 cell upgrade for the local RCMP detachment to postpone construction of a new detachment centre; and
- Water line repairs and subsequent road repaving on McBride Street is now complete.

Director Brain – City of Prince Rupert

- Pembina has made a positive final investment decision for a project site on Watson Island. The project is anticipated to generate \$75 in project cash flows throughout its duration;
- The City hosted the Honourable Minister Robinson, Minister of Municipal Affairs and Housing, for an announcement related to homeless housing in the City; and
- Director Brain is working with 7 communities with respect to local government taxation issues arising from the port tax caps.

Chair Pages – Village of Masset

- Increased tourism in the local economy;
- Road repaving in the Village is now complete, following water line replacement; and
- The Agate Man Triathlon will be held August 18th, 2018.

338-2018

CARRIED

11.2 Union of B.C. Municipalities – **Alternate “Unelected” Electoral Area Directors**

MOVED by Director Brain, SECONDED by Director Cunningham, that the report from the Union of BC Municipalities with respect to **alternate “unelected” electoral area Directors** be received for information.

339-2018

CARRIED

11.3 Haida Gwaii All Islands Emergency Planning Team – Safe Evacuation House Proposal

MOVED by Director Nobels, SECONDED by Director Brain, that the proposal from the Haida Gwaii All Islands Emergency Planning team with respect to safe evacuation houses on Haida Gwaii be received;

AND THAT the Board of the North Coast Regional District refer the correspondence from the Haida Gwaii All Island Emergency Planning team to the Electoral Area Advisory Committee for further consideration.

340-2018

CARRIED

- 11.4 **Sandspit Community Society Application to Northern Development Initiative Trust's Fabulous Festivals and Events Program – Wild Harvest Festival**

MOVED by Director Franzen, SECONDED by Director Nobels, that the Sandspit Community Society's application to Northern Development Initiative Trust's Fabulous Festivals and Events program be received;

AND THAT the Board of the North Coast Regional District support the Sandspit Community Society's application to Northern Development Initiative Trust's Fabulous Festivals and Events program in the amount of \$2,500, to be drawn from the North Coast Regional District nominal account.

341-2018

CARRIED

12. OLD BUSINESS

- 12.1 **North Coast Regional District Application to Gwaii Trust's Special Projects Fund**

MOVED by Director Thomas, SECONDED by Director Racz, that the North Coast Regional District's application to Gwaii Trust's Special Projects Fund be received;

AND THAT the Board of the North Coast Regional District support the North Coast Regional District's application to Gwaii Trust's Special Projects Fund in the amount of \$600,000 to support the Rennell Sound Recreation Site project.

342-2018

CARRIED

- 12.2 June 12th, 2018 Haida Gwaii Animal Welfare Working Group Meeting Summary and Draft Animal Control Bylaws

MOVED by Director Thomas, SECONDED by Director Brain, that the report from Director Racz with respect to the Haida Gwaii Animal Welfare Working Group be received.

343-2018

CARRIED

MOVED by Director Franzen, SECONDED by Director Thomas, that staff be directed to follow up with the Haida Gwaii Animal Welfare Working Group to inquire into its needs with respect grant funding support.

344-2018

CARRIED

13. PUBLIC INPUT

There was 1 question from media.

14. IN CAMERA

MOVED by Director Cunningham, SECONDED by Director Brain, that the Board move to the In Camera meeting following the Regular meeting according to section 90(1)(e) and (k) of the *Community Charter* "the acquisition, disposition or expropriation of land or improvements, if the council considers that disclosure could reasonably be expected to harm the interests of the municipality" and "negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public."

345-2018

CARRIED

15. ADJOURNMENT

MOVED by Director Franzen, SECONDED by Director Nobels, that the North Coast Regional District Regular Board meeting be adjourned at 9:39 p.m.

346-2018**CARRIED**

Approved and adopted:

Certified correct:

Chair

Corporate Officer



NORTH COAST REGIONAL DISTRICT ELECTORAL AREA ADVISORY COMMITTEE

MINUTES of the Electoral Area Advisory Committee meeting held at 344 2nd Avenue West in Prince Rupert, B.C. on Friday, May 25th, 2018 at 6:00 p.m.

PRESENT

PRIOR TO ADOPTION

Chair	M. Racz, Electoral Area D
Directors	D. Nobels, Electoral Area A L. Budde, Alternate, Electoral Area C
Regrets	K. Bergman, Electoral Area C B. Beldessi, Electoral Area E
Staff	D. Chapman, Chief Administrative Officer D. Fish, Corporate Officer S. Gill, Treasurer

1. CALL TO ORDER 6:08 p.m.

2. CONSIDERATION OF AGENDA (additions/deletions)

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the May 25th, 2018 Electoral Area Advisory Committee agenda be adopted as presented.

007-2018

CARRIED

3. COMMITTEE MINUTES & BUSINESS ARISING FROM MINUTES

3.1 Minutes of the Electoral Area Advisory Committee Meeting held February 23, 2018

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the minutes of the February 23, 2018 Electoral Area Advisory Committee meeting be adopted as presented.

008-2018

CARRIED

4. FINANCE

None.

5. CORRESPONDENCE

5.1 Draft Correspondence: Haida Gwaii Emergency Planning – Regional Service

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the draft correspondence from the North Coast Regional District to Haida Gwaii Chief Administrative Officers with respect to a proposed regional emergency planning service on Haida Gwaii be received.

009-2018**CARRIED**

The Electoral Area Advisory Committee directed staff to continue working with the Haida Gwaii administrators on the development of a proposed regional emergency planning service.

6. REPORTS / RESOLUTIONS

6.1 D. Fish, Corporate Officer – Northern Development Initiative Trust Supported Projects Update

MOVED by Alternate Director Budde, SECONDED by Director Nobels, that the **memorandum from staff entitled “Northern Development Initiative Trust Supported Projects Update” be received for information.**

010-2018**CARRIED**

6.2 D. Fish, Corporate Officer – 2018 Business Façade Improvement Proposals

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the **report from staff entitled “2018 Business Façade Improvement Proposals” be received;**

AND THAT the Electoral Area Advisory Committee recommend that the Board of the North Coast Regional District **approve the Murrelet Trading Company’s** application to the business façade improvement program in the amount of \$3,057.99.

011-2018**CARRIED**

6.3 S. Gill, Treasurer – Gas Tax – Funding for Recycling Depot Roof Repair/Replacement

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the **memorandum from staff entitled “S. Gill, Treasurer – Gas Tax – Funding for Recycling Depot Roof Repair/Replacement” be received for information.**

012-2018**CARRIED**

- 6.4 D. Chapman, Chief Administrative Officer – Cannabis Control and Licensing Act

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the report from staff entitled “Cannabis Control and Licensing Act” be received;

AND THAT the report entitled “Cannabis Control and Licensing Act” be brought forward to the June 15, 2018 Regular Board meeting.

013-2018

CARRIED

7. NEW BUSINESS

None.

8. OLD BUSINESS

None.

9. PUBLIC INPUT

There were 0 questions from the public.

10. IN CAMERA

None.

11. ADJOURNMENT

MOVED by Director Nobels, SECONDED by Alternate Director Budde, that the meeting be adjourned at 6:42 p.m.

014-2018

CARRIED

Approved and adopted:

Certified correct:

Chair

Corporate Officer



NORTH COAST REGIONAL DISTRICT

MORESBY ISLAND MANAGEMENT STANDING COMMITTEE

MINUTES of the Regular Meeting of the Moresby Island Management Standing Committee (MIMSC) held at Sandspit Community Centre, Sandspit, B.C. on June 5, 2018 at 7:00 PM.

Adopted September 4, 2018

PRESENT Gail Henry, Behn Cochrane, Bill Quaas, Stan Hovde

ABSENT Bill Beldessi

Chair Gail Henry

Vice Chair Behn Cochrane

Staff Barb Parser

Public

1. CALL TO ORDER 7:02 PM

2. CONSIDERATION OF AGENDA (additions/deletions)

2.1 Agenda April 2018

027-2018 MOTION to adopt agenda as revised moved by Behn Cochrane, seconded by Stan Hovde, Carried

3. MINUTES & BUSINESS ARISING FROM MINUTES

3.1 Minutes May 2018

028-2018 MOTION to adopt and file May Minutes, moved by Bill Beldessi, seconded by Bill Quaas, Carried

4. DELEGATIONS

4.1 Betsy Cranmer, Flavien Mabit, to request letter of support for GT Community Events funding of \$5,000.00 for Loggers Sports Day and Sandspit Wild Harvest Festival

029-2018 MOTION to provide letter of support as requested: GT Community Events Grant \$5,000.00 - Loggers Sports to receive \$3,000.00, Wild Harvest Festival to receive \$2,000.00 moved by Behn Cochrane, seconded by Stan Hovde, Carried

5. CORRESPONDENCE - None

6. REPORTS – RESOLUTIONS

6.1 Water Operators Report

030-2018 MOTION to receive and file Water Operators Report moved by Behn Cochrane, seconded by Bill Quaas, Carried

6.2 Directors Report - Director Bill Beldessi, absent for meeting

7. OLD BUSINESS - None

8. NEW BUSINESS

8.1 Summer Meeting Hours

031-2018 MOTION that there will be no planned meeting in July. August meeting will be at the call of the Chair moved by Behn Cochrane, seconded by Stan Hovde, Carried

9. PUBLIC INPUT

10. IN CAMERA

11. ADJOURNMENT

032-2018 Motion to Adjourn by Stan Hovde, 7:16 PM, Carried

Approved and adopted:

Certified correct:

Chair

Secretary

North Coast Regional District
Cheques payable over \$5,000 - AUGUST, 2018

Payable To	Date	Amount	Purpose
Big Red Enterprises Ltd.	8-Aug	\$ 17,087.52	July Garbage Collection
Pacific Blue Cross	8-Aug	\$ 7,087.30	August PBC & BC Life Premiums
C. and C. Beachy Contracting	10-Aug	\$ 10,499.48	Prepare for C&D, Haul & Spread Dirt & Rock (Landfill)
EMCO Corporation	10-Aug	\$ 9,204.17	Sandspit Water Project
ePACT Network Ltd.	22-Aug	\$ 8,064.00	Enterprise Package - Emergency Notification System
Fred Surridge Ltd.	22-Aug	\$ 13,984.32	Landfill Expansion Phase 5A Supplies for Progressive Closure
Vancouver Island Regional Library (VIRL)	22-Aug	\$ 15,423.00	2018 Third Quarter Total Levy
Municipal Pension Plan	3-Aug	\$ 6,993.03	Payroll Remittance (PP15-2018)
Receiver General	3-Aug	\$ 13,160.04	Payroll Remittance (PP15-2018)
Receiver General	20-Aug	\$ 10,643.97	Payroll Remittance (PP16-2018)
Municipal Pension Plan	20-Aug	\$ 6,761.25	Payroll Remittance (PP16-2018)
Receiver General	24-Aug	\$ 10,688.79	Payroll Remittance (PP17-2018)
Municipal Pension Plan	24-Aug	\$ 6,682.12	Payroll Remittance (PP17-2018)
Collabria (RD credit cards)	31-Aug	\$ 11,129.63	Board/Staff Travel (UBCM), Annual Fleet Insurance, etc.

CHEQUES OVER \$5,000:	\$	147,408.62
CHEQUES UNDER \$5,000:	\$	41,239.22
TOTAL CHEQUES:	\$	188,647.84



Population & Public Health – Regional Office
 600-299 Victoria Street (Suite 810)
 Prince George, BC V2L 5B8
 Telephone (250) 565-2649

August 28, 2018

Dear Chair and Board,

Re: A Public Health Approach to Non-Medical Cannabis

Cannabis is the second most widely used psychoactive substance in Canada. Evidence suggests that the prohibition of cannabis is not achieving the intended objective of reducing use and associated harms, and that legalization with strict regulation would be more effective.¹ Dried cannabis, cannabis oils and seeds will be legalized in Canada on October 17, 2018.

Northern Health Medical Health Officers support a public health approach to cannabis access and use^{2,3} including legalization with an appropriate level of market regulation aimed at protecting and promoting health while allowing access at levels that reduce the black market. Some expected benefits of legalization include decreased use of cannabis among youth, safer products with known potency, advertising control, reduced stigma, and reduced enforcement costs. Some potential or theoretical risks of increased legal access may include increases in problematic cannabis use by adults, and increased rates of cannabis-impaired driving. We believe the opportunities for improved health outweigh these potential risks, and that these risks can be mitigated through appropriate education and regulation.

Multiple sectors of society, and all levels of government, have roles to play in a comprehensive public health approach to cannabis legalization. Local governments, in particular, can adopt regulations aimed at reducing youth exposure to non-medical cannabis, high-risk use in general (e.g., heavy or frequent use, use with other substances), and unwanted exposure to second-hand cannabis smoke and vapour. Local governments can also support increasing public knowledge and awareness, to support risk reduction and destigmatization, without normalization or promotion.

¹ Haden, M., Emerson, B. (2014). "A vision for cannabis regulation: a public health approach based on lessons learned from the regulation of tobacco and alcohol." *Open Medicine* 8(2)e73. Available online: http://www.bccdc.ca/resource-gallery/Documents/Statistics%20and%20Research/Publications/Epid/Other/01_A%20vision_for_cannabis_regulation.pdf

² Canadian Public Health Association's position statement on *Legalization, Regulation, and Restriction of Access to Cannabis*. Available online: https://www.cpha.ca/sites/default/files/uploads/resources/cannabis/cpha_public_health_approach_cannabis_e.pdf

³ Canadian Chief Medical Officers and Urban Public Health Network. (2016). *Public health perspectives on cannabis policy and regulation*. Available online: <http://uphn.ca/wp-content/uploads/2016/10/Chief-MOH-UPHN-Cannabis-Perspectives-Final-Sept-26-2016.pdf>

Local governments' jurisdiction in zoning, land use, business licensing, building codes, nuisance by-laws, and enforcement, as well as their ability to advocate to higher levels of government, can all be leveraged to promote a public health approach to cannabis.⁴ Some specific areas of best practice⁵ where local governments can support a public health approach include:

1. Restrict public consumption of cannabis. By limiting where cannabis can be consumed, local governments can reduce unwanted exposure to second-hand cannabis smoke or vapour, and can reduce the visibility of cannabis consumption for youth, making it less normative, and more likely that youth delay initiation or never start:
 - Prohibit public cannabis consumption wherever tobacco consumption is already prohibited, ideally including workplaces, enclosed public spaces, health authority and school board property, transit shelters, common areas of apartment buildings and community care facilities, and areas frequented by children and youth, such as parks, beaches, pools, playgrounds, and sports fields; and,
 - Prohibit smoking/vaping lounges, including mobile units.
2. Allow local sales of non-medical cannabis in order to reduce the uncontrolled black market, but with certain limits intended to reduce exposure to youth and harmful patterns of consumption in the general population:
 - Adopt and enforce strict regulations prohibiting the sale of cannabis to persons under 19 years of age;
 - Require that cannabis retail staff undergo mandatory training regarding product potency and how to mitigate the associated risks of cannabis use;
 - Prohibit the sale of cannabis by vending machines or other self-service and/or dispensing devices;
 - Restrict public advertising of cannabis sales, such as sandwich boards, flyers, and sign spinners;
 - Prohibit cannabis sales where alcohol or tobacco is sold;
 - Establish a minimum separation of 300 metres between cannabis retail outlets, to limit overall density of cannabis availability in the community;
 - Establish a minimum separation of 300 metres between cannabis and alcohol outlets, to discourage the higher-risk use of cannabis and alcohol together;
 - Establish a minimum separation of 600 metres between cannabis retail outlets and schools, recreation centres, parks and other areas where children and youth frequent, to reduce the visibility and availability of cannabis to youth; and,
 - Limit hours of sale to at least correspond with alcohol sale policy, although greater restrictions would provide additional health benefits.
3. Visibly enforce laws against cannabis - impaired driving, including public awareness campaigns about roadside checks.

⁴ Federation of Canadian Municipalities. (2018). *Municipal Guide to Cannabis Legalization: A Roadmap for Canadian Governments*. Ottawa, ON: Federation of Canadian Municipalities.

⁵ Recommendations are derived from Peloquin R, Scarr J. (2017). *Cannabis Regulation and Youth: A Jurisdictional Review*. Vancouver: Child Health BC, and Tyler, I., Schwandt, M., Padhi, S. (2018). *Recommendations to support municipal bylaw development regulating cannabis access and use*. Surrey, BC: Fraser Health Authority.

4. Collaborate or coordinate with the health sector to support education and awareness of the risks of cannabis use, and ways to reduce these risks:
 - Develop, endorse, and/or collaborate in public education campaigns with tailored and relevant messaging, targeting youth especially, including information about cannabis laws, risks, safer use, and resources for treatment;
 - Promote messages aligned with *Canada's Lower Risk Cannabis Use Guidelines* to support cannabis users to make healthier choices and reduce risks associated with cannabis use, including: delay initiation until adulthood, limit frequency and quantity per use, use a lower THC content, do not drive or operate machinery within 6 hours of use, do not use with other substances (e.g., alcohol), and do not use if pregnant; and,
 - Invest in, collaborate on, or otherwise support data collection and analysis regarding cannabis availability, use, and related harms, in order to evaluate the effectiveness of various strategies to reduce harms from cannabis use.

Several of the above restrictions are already required under provincial and/or federal law, but local government can reinforce and strengthen these restrictions through setting higher standards, imposing additional penalties, and of course enforcement actions. We recommend consulting the *Municipal Guide to Cannabis Legalization*, published by the Federation of Canadian Municipalities, which provides extensive practical guidance on these matters.

We also understand that certain specific recommendations may not be feasible in very small communities, e.g. relating to the physical separation of cannabis retail from alcohol retail, or from areas where youth congregate. We still encourage local governments to follow the spirit, if not the letter, of the recommendations, e.g. striving for whatever physical separation is possible.

Northern Health Medical Health Officers strongly caution against pursuing economic gain from the legalization of non-medical cannabis use. When cannabis production and sales are significantly motivated by revenue generation, this creates an incentive to encourage greater cannabis consumption by the public, and a disincentive to establishing appropriate restrictions on cannabis availability. Promoting and protecting health should be the primary concern, whereas revenue generation should be a secondary consideration.⁶ To the extent that revenue is generated, we recommend that it be used to fund educational campaigns, health promotion activities, and/or data collection and analyses that support the overall public health-related goals of cannabis legalization.⁷

We also recommend taking care to ensure that policies, bylaws, enforcement strategies, and related activities do not impose disproportionate burdens on more marginalized groups, who may, for instance, face limited opportunities to participate in the cannabis or general economy, or who may not have access to private spaces in which to consume cannabis.

Finally, we would like to note that alcohol, tobacco, and opioids continue to cause a greater overall burden of disease and injury than cannabis does. We encourage local governments to take the opportunity from the upcoming legislative changes to cannabis, to review how the harms associated with other substances, might also be reduced through local government action. For example, restrictions on public consumption should include cannabis, tobacco, e-cigarettes, and other combustible products; and many of the strategies we recommend to reduce harmful levels of

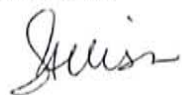
⁶ Canadian Chief Medical Officers and Urban Public Health Network. (2016). *Public health perspectives on cannabis policy and regulation*. Available online: <http://uphn.ca/wp-content/uploads/2016/10/Chief-MOH-UPHN-Cannabis-Perspectives-Final-Sept-26-2016.pdf>

⁷ Peloquin R, Scarr J. *Cannabis Regulation and Youth: A Jurisdictional Review*. Vancouver: Child Health BC 2017.

cannabis consumption through reasonable limits on access, also apply to alcohol. Many local governments in northern BC have already taken positive steps to reduce the negative impacts of these substances, and we thank you for this effort.

Cannabis legalization represents both a challenge and an opportunity for local governments to foster the development of healthy, vibrant communities across BC. We hope you find the above recommendations useful as part of a public health approach to substance use. For more information, or to further discuss your community's approach to non-medical cannabis or other substances, be welcome to connect with your local Medical Health Officer or Environmental Health Officer.

Sincerely,



Dr. Sandra Allison, MPH
CCFP FRCPC
Chief Medical Health
Officer
Northern Health



Dr. Rakel Kling, MSc MPH
FRCPC
Medical Health Officer,
Northwest HSDA
Northern Health



Dr. Andrew Gray, MSc
FRCPC
Medical Health Officer,
Northern Interior HSDA
Northern Health



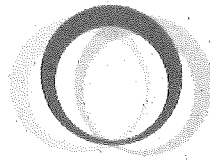
Dr. Jong Kim, MSc,
FRCPC
Medical Health Officer,
Northeast HSDA
Northern Health

Key resources:

Canadian Public Health Association: *A Public Health Approach to the Legalization, Regulation, and Restriction of Access to Cannabis* (available online: https://www.cpha.ca/sites/default/files/uploads/resources/cannabis/cpha_public_health_approach_cannabis_e.pdf)

Centre for Addiction and Mental Health: *Canada's Lower Risk Cannabis Use Guidelines* (available online: <https://www.camh.ca/-/media/files/pdfs---reports-and-books---research/canadas-lower-risk-guidelines-cannabis-pdf.pdf>)

Federation of Canadian Municipalities: *Municipal Guide to Cannabis Legalization* (available online: <https://fcm.ca/Documents/issues/Cannabis-Guide-EN.pdf>)

GREEN COMMUNITIES
COMMITTEE

RECEIVED AUG 22 2018

Ref: 238245

August 15, 2018

Mr. Barry Pages and Board Members
North Coast Regional District
14 - 342 3rd Ave W
Prince Rupert BC V8J 1L5

Dear Chair Pages and Board Members:

On behalf of the joint Provincial-Union of British Columbia Municipalities (UBCM) Green Communities Committee (GCC), we would like to extend our congratulations for your efforts to reduce greenhouse gas emissions in your corporate operations and community over the 2017 reporting year.

As a signatory to the Climate Action Charter (Charter) you have demonstrated your commitment to work with the Province and UBCM to take action on climate change and to reduce greenhouse gas emissions in your community and corporate operations.

The work that local governments are undertaking to reduce their corporate emissions demonstrates significant climate leadership and sets the stage for broader climate action in the community. Your leadership and commitment continues to be essential to ensuring the achievement of our collective climate action goals.

The GCC was established under the Charter to support local governments in achieving their climate goals. In acknowledgement of the efforts of local leaders, the GCC is again recognizing the progress and achievements of local governments such as yours through the multi-level Climate Action Recognition Program. A description of this program is enclosed for your reference.

As a Charter signatory who has demonstrated progress on the fulfillment of one of more of your commitments, the GCC is pleased to acknowledge your achievement of Level 1 recognition – 'Demonstrating Progress on Charter Commitments.'


.../2

Congratulations again on your progress. We wish you continued success in your ongoing commitment to the goal of corporate carbon neutrality and your efforts to reduce emissions in the broader community.

Sincerely,



Tara Faganello
Assistant Deputy Minister
Local Government Division
Ministry of Municipal Affairs and Housing



Gary MacIsaac
Executive Director
Union of British Columbia Municipalities

Enclosure



Regional District of
Kitimat-Stikine

File No. 5360 04 29

August 22, 2018

Recycle BC
230-171 Esplanade West
North Vancouver, BC
V7M 3J9
Via Email: consultation@recyclebc.ca

To Whom It May Concern:

RE: Recycle BC Consultation on July 2018 Draft Program Plan

The Regional District of Kitimat-Stikine is pleased to submit this letter in response to the revised Packaging and Paper Product (PPP) Extended Producer Responsibility Plan prepared by Recycle BC and released in July 2018.

The primary changes to the draft issued in March 2018 pertain to an expanded scope of included materials and the introduction of material specific collection and recycling performance targets. While these are welcome additions to the plan, the concerns our Regional District has repeatedly raised since the original plan was made available remain outstanding. We are becoming increasingly frustrated by the exclusivity of the eligibility criteria for curbside collection programs and a lack of flexibility regarding bulk drop-off to Recycle BC depots from remote rural communities.

1. Eligibility for Curbside Collection Program - Financial incentive and post-collection services

The original stewardship plan, dated April 8, 2013, had minimal eligibility criteria for communities wishing to benefit from Recycle BC's financial incentive for curbside collection. The requirement was that a PPP and/or garbage collection system be in place by the time the plan came into effect in May 2014.

Rather than update the eligibility criteria by moving the cut-off to a later date, the proposed plan adds new criteria that increasingly restricts community eligibility to financially benefit from the Curbside Collection Program. The financial incentive for curbside collection is now limited to communities that meet the following criteria:

1. Incorporated municipalities;
2. Population over 5000, and
3. A curbside collection program in place by May 2014.

These Curbside Collection Program requirements prevent fair access to the program, which should benefit all British Columbians.

Communities in Electoral Areas B, C, and E, the District of New Hazelton, the Village of Hazelton, and the District of Stewart in the Regional District are all excluded by the eligibility requirements. Communities in Electoral Areas C and E, which are adjacent to the City of Terrace, have a combined population of over 6,800 and should not be excluded based on being unincorporated. Garbage and recycling collection was provided by the private sector prior to May 2014, and first provided as a Regional District service in November 2014. Organics collection was introduced in November 2016.

The City of Terrace and the Regional District have worked hard to provide consistent, coordinated services across their jurisdictions. The primary difference is that the City receives support from Recycle BC to offset the cost of PPP management, and the 6,800 residents in the Regional District collection service do not. Recycle BC's post-



Regional District of **Kitimat-Stikine**

collection facility for the City of Terrace is in Electoral Area E, which already manages the PPP from the electoral areas. As such, no arguments can be made that hauling distances are too far or that the facility does not have capacity for the additional PPP.

It is not fair that residents of unincorporated areas are required to pay more to have their PPP collected and managed than a municipality within the same solid waste service area.

4. Access to Depots and Bulk Delivery to Depots

Outside the more urban areas, the Regional District has developed unique solutions to provide good access to recycling for First Nations and more rural communities. At tax payer expense, the Regional District has established a convenient recycling depot at the newly constructed Kitwanga Transfer Station. The depot is operated in full compliance with Recycle BC standards. The depot also allows for bulk delivery of PPP collected by community partners. Having one party dropping off PPP from 200 households is more efficient than households individually driving materials to the depot. The depot at Kitwanga could become a Recycle BC depot and help Recycle BC fill a significant gap in its network of depots. To realize this benefit it is imperative that bulk drop off from community partners be eligible under the Recycle BC program.

Bulk delivery of materials to a Recycle BC depot would increase user convenience, improve diversion of materials, and be more cost effective overall.

The Regional District has been advocating for inclusion in the PPP stewardship program since 2013. During the initial roll out, we understood that there was little room for exceptions or creative solutions, so we patiently waited to be added to the program. While waiting, we developed and implemented a full-service curbside collection program in our Terrace Service Area and introduced innovative rural recycling initiatives. Each time Recycle BC invited feedback, we made a case for inclusion in the program. However; our requests and feedback have yet to influence the program plan, and the new eligibility criteria for curbside programs mean we are now further away from inclusion than we were 5 years ago. Although Recycle BC claims that its program is designed to focus on outcomes not processes, and that the plan sets the stage for evolution, it appears there is a strict adherence to rules. The reluctance to explore innovative solutions will impede improved provincial materials diversion.

The Regional District wishes for a collaborative and cooperative relationship with Recycle BC for the benefit of our residents. We are delighted that our member municipality of Terrace benefits from your program, and that the District of Kitimat is poised to do the same.

The Regional District and Recycle BC share common goals of providing convenient, cost effective ways of diverting PPP from landfilling. We are keen to work with Recycle BC to ensure that our programs meet or exceed all requirements. To date, we understand from Do Your Part Recycling that our curbside PPP contamination is low. We are certain that our participation can have a positive impact on Recycle BC's diversion targets and look forward to joining the rest of the province in making BC a true leader in product stewardship.

Yours truly,

Philip Germuth
Chair

PG/eb

cc: Bob McDonald, Director of Extended Producer Responsibility with the Ministry of Environment & Climate Strategy
Teresa Conner, Senior Policy Advisor with the Ministry of Environment & Climate Strategy
Eric Pierce, Environmental Protection Officer with the Ministry of Environment & Climate Strategy



Regional District of **Kitimat-Stikine**

Board of Directors of the North Coast Regional District
Board of Directors of the Bulkley-Nechako Regional District
Board of Directors of the Peace River Regional District
Board of Directors of the Fraser-Fort George Regional District
Board of Directors of the Northern Rockies Regional District
Board of Directors of the Cariboo Regional District

aKd Resource

5124 Brenton Page Road
Ladysmith, BC V9G 1L6
250.245.8734
aKdResource@shaw.ca

August 29, 2018

Chair Barry Pages
and Members of the Board
North Coast Regional District
14 - 342 3rd Ave W
Prince Rupert BC V8J 1L5

Dear Chair Pages and Board Members,

Review of the Auditor General for Local Government Act and Office

The legislation that created the Auditor General for Local Government (AGLG) in 2012 requires a five-year review of the *Auditor General for Local Government Act* (the "Act") and the functioning of the office of the Auditor General.

A Working Group has been established by the Ministry of Municipal Affairs and Housing to provide oversight and input into the review. It is made up of representatives from Union of British Columbia Municipalities (UBCM) and Local Government Management Association as well as Ministry staff. The terms of reference are *to conduct a review of how the Office and the Act have achieved their stated objectives to date and determine options for the future.*

I have been retained by the Ministry of Municipal Affairs and Housing to conduct the review. I have over 25 years of experience as the Chief Administrative Officer (CAO) of both municipal and regional governments in Alberta and British Columbia. I was the CAO for the Regional District of Nanaimo for 13 years and, most recently, retired as the CAO of the Capital Regional District where I worked for seven years.

During the week of September 17 to 21, 2018, the following surveys will be sent out electronically:

- For those local governments that have had a performance audit completed by the AGLG prior to the 2015 UBCM survey, you will be asked for information regarding your experience implementing the recommendations from the audit.
- For those local governments that have had a performance audit completed after 2015, you will be asked for information regarding your experience implementing the recommendations from the audit. You will also receive the 2015 UBCM survey from CivicInfo BC to complete.
- For those that have not had a performance audit, the survey will seek to understand the overall impact and value of the AGLG to your organization.

I greatly appreciate your participation in this review as the more we hear from local governments the more relevant the final recommendations to the Minister can be. If you have any questions once you receive the survey, please contact me at kapow2@shaw.ca.

Sincerely,



Kelly Daniels

cc: Doug Chapman, Chief Administrative Officer

RECEIVED SEP 5 - 2018



August 30, 2018

Dear Member Communities

This year's wildfire season is now the second worst in the history of British Columbia. With more than 550 fires burning across the province and the most notable in the province's southeast, northwest and interior regions, I, on behalf of the North Central Local Government Association would like to express our sympathies to all the communities affected by this year's wildfires. Although the fires are more geographically dispersed and the total area burned is lower than last year, many people and their communities have been profoundly affected. Thousands of residents have been forced to evacuate to Prince George while others remain on alert or even refuse to leave in the hopes of saving their homes. You are all in our thoughts.

We would like to thank the City of Prince George for opening its doors once again for evacuees and helping in this hour of need. We would also like to express our deepest appreciation to those who are stepping up to assist in fighting fires, providing emergency operations support and aircraft that are supporting ground crews. We are grateful to the global community, in particular New Zealand, Australia and Mexico and any others who have sent firefighting personnel to our region.

On August 22nd, B.C. Premier, John Horgan, accompanied by the Minister of National Defense, Harjit Sajjan, visited PREOC in Prince George. They were briefed alongside local Mayors and First Nation leaders about the current state of the region's wildfires. Their support is appreciated.

We also very much appreciate the visit by Prime Minister Justin Trudeau, who visited Prince George on August 23rd to talk to firefighters, Provincial Regional Emergency Operation Centre (PREOC) staff, Indigenous leaders and volunteers. He also offered acknowledgement to displaced residents of how difficult the wildfire season has been.

The NCLGA will remain in contact with the Province regarding wildfire status. In addition, we will meet with Emergency Management BC during the UBCM Convention in September to express concerns and explore potential strategies for the prevention, mitigation, and improved response to wildfires in the future. We must learn from our experiences and use that knowledge to inform our approach moving forward.

Finally, I hope that everyone stays safe during this time. Please update us regarding the status of your community, as you are able. The NCLGA will stay in contact.

Sincerely,
Gord Klassen
President, NCLGA

Corporate Officer NCRD

From: Doug Chapman <cao@ncrdbc.com>
Sent: Tuesday, September 11, 2018 4:16 PM
To: 'Daniel Fish'
Subject: FW: Event Information - Small Housing Summit

Hi Daniel:

This is for the next Board agenda.

Doug

From: Nat - Small Housing BC <nat@smallhousingbc.org>
Sent: Tuesday, September 11, 2018 3:35 PM
To: cao@ncrdbc.com
Subject: Event Information - Small Housing Summit

Hello Doug,

Nice talking to you just now. As mentioned, my name is Nat and I'm an events coordinator with Small Housing BC (SHBC), a Vancouver-based non-profit that supports small housing in the province. On November 17, we're organizing a small housing conference in Vancouver called the Small Housing Summit. It's the first of its kind in Canada! It would be great if some of your staff or elected officials could attend and represent the North Coast Regional District at our event!

Be sure to watch our promo videos for more on the Summit, its goals and supporters.

This is BC's chance to have an unsiloed conversation, but more importantly, to act on the opportunities around smaller forms. As such, the Summit invites participants, and the brightest minds and diverse changemakers, together, in one room, to *collaborate to accelerate* small housing uptake in BC by exploring relevant topics: design, construction, finance, real estate, policy and outreach. Attendees are eligible for educational points through the AIBC and PIBC, and reduced rate tickets are available for students, live webcast and groups of three or more. We also have 30 travel stipends for those travelling from outside the Lower Mainland that cover 2-night stay at the Sheraton and up to \$600 in airfare (see FAQs for more details). Early bird registration is now in effect with limited tickets!

The Summit also has two sessions to fill, for anyone doing small housing in BC that would like to present their challenge (related to any of the above topics) to the group and learn from their peers how to do it better. We're calling this the Small Housing Challenge series—open to cities, First Nations communities, builders/developers, financiers...anyone who's facing a barrier to their small housing project or program. Applications are now open and close later this month. (See promo video on the Challenge.)

We have some wonderful sponsors and partners, including CMHC, Vancity, Real Estate Foundation of BC, Click Modular Homes, the Aboriginal Housing Management Association, Lanefab, UBC Sauder School of Business, Metro Vancouver and BC Housing, and presenters and panelists from near and far, such as Jon Stovell, Ross Chapin, Scot Hein, Katie Hyslop, Tamara Roy (Boston), Denise Pinkston of TMG Partners (San Francisco), Raymond Kwong, Jake Fry and many, many more!

For more information on the Summit, its program, Small Housing Challenge, presenters, tickets, partners, FAQs and all other details, visit <http://www.smallhousingbc.org/summit>.

Hope to see you at the Summit! Please share this event with anyone you think is interested, and do keep in touch.

Cheers,

Nat
Natradee (Nat) Quek
Event promotions, Small Housing Summit
778.751.5925 | nat@smallhousingbc.org
smallhousingbc.org





Institute of Corporate Directors
Institut des administrateurs de sociétés

September 10, 2018

Dear Barry,

The heightened focus on workplace harassment is having severe consequences for organizations. This complex issue is a growing risk and directors need to ensure they are aware of their obligations and that proper procedures are in place and followed.

It is with this in mind we invite you to attend the upcoming **Vancouver** offering of the **Board Oversight of Harassment** one-day short course.

Offered for a *one-time limited run* on **November 13** in **Vancouver**, this comprehensive program will provide directors with practical information and guidance on how to protect their employees, organizations and themselves through improved oversight of harassment and workplace misconduct claims.

Hear critical content to ensure your board is prepared, including:

- Role of the Board and Legal Liabilities
- Culture and Leadership – Importance of Setting the Right Tone
- Directors and Officers Liability Insurance
- Practical Guide on Conducting Internal Investigations

Delivered by lead instructor **Martha Hall Findlay, ICD.D**, we are pleased to have two distinguished **Directors-in-Residence** on hand throughout the program offering their voice of experience on this critical issue: **Geri Prior, FCPA, ICD.D**, and **Tim Manning, OBC, ICD.D**.

Please find enclosed a flyer with key details.

We invite you to attend and/or refer others to participate in this course.

We encourage you to apply early as enrollment is limited and applications are processed on a first-come, first-served basis.

If you have any questions about the course or if you would like assistance with the application process, please contact Suvaka Priyatharsan at SPriyatharsan@icd.ca or call 1.877.593.7741, ext. 229.

Thank you for your consideration.

Sincerely,

Patricia Fletcher
Vice President, Education
Institute of Corporate Directors

Note: Non-members of the ICD receive a one-year membership (\$395 value) as part of their program fees.



NEW – LIMITED RUN

BOARD OVERSIGHT OF HARASSMENT

One-Day Short Course

Coming to Vancouver **November 13, 2018**

In-depth learning. BY DIRECTORS. FOR DIRECTORS.™

Board Oversight of Harassment will provide directors with detailed, practical information and guidance on how to protect their organizations through improved oversight of harassment and workplace misconduct claims. It will examine from the director's perspective the role and obligations of the board, the importance of character and leadership, director and officer liability protections and the internal investigation process.

CITY: Vancouver

COURSE DATE: November 13, 2018

VENUE: Simon Fraser University's Work
Centre for Dialogue



LEAD INSTRUCTOR
MARTHA HALL FINDLAY
ICD.D

CHAIR, ALPINE CANADA
PRESIDENT AND CEO, CANADA
WEST FOUNDATION



DIRECTOR-IN-RESIDENCE
GERI PRIOR
FCPA, FCA, ICD.D

CHAIR OF THE BOARD, YWCA
METRO VANCOUVER
AUDIT COMMITTEE CHAIR,
WESTERNONE INC.



DIRECTOR-IN-RESIDENCE
TIM MANNING
OBC, ICD.D

CHAIR, PROVINCIAL HEALTH
SERVICES AUTHORITY
BOARD MEMBER, CREC
COMMERCIAL FUND LP,
CANADIAN ATHLETIC
FOUNDATION
GOVERNOR, GREATER
VANCOUVER BOARD OF
TRADE

BE A MORE EFFECTIVE DIRECTOR. APPLY TODAY.

1.877.593.7741 x289 | education@icd.ca | icd.ca/BOH



Institute of Corporate Directors
Institut des administrateurs de sociétés

NCRD INFO

From: Peter Urbanc <peter@mfa.bc.ca>
Sent: Tuesday, September 11, 2018 5:22 PM
To: mikekokura@shaw.ca; bill.miller@rdbn.bc.ca; arichmond@cariboord.ca; asayers@ccrd-bc.ca; rtoyota@rdck.bc.ca; gail.given@cord.bc.ca; rmartin@csrd.bc.ca; edwingrieve@shaw.ca; tom.walker@northcowichan.ca; rob11gay@gmail.com; lhall@rdffg.bc.ca; gaetz@chilliwack.com; pross@abbotsford.ca; info@rdks.bc.ca; rrussell@rdkb.com; mayorea@richmond.ca; mayor@burnaby.ca; chair@metrovancover.org; rwalton@dnv.org; mclay@portmoody.ca; raymond.louie@vancouver.ca; mayor@cnv.org; javilleneuve@surrey.ca; jcote@newwestcity.ca; rstewart@coquitlam.ca; mayorackland@portmcneill.ca; jstanhope@shaw.ca; sjoe@rdn.bc.ca; info@ncrdbc.com; bob.fleming@rdno.ca; danny.soles@northernrockies.ca; brad.sperling@prrd.bc.ca; administration@powellriverrd.bc.ca; jcrompton@whistler.ca; mayor.adams@campbellriver.ca; info@scrd.ca; bigjohn4@telus.net
Cc: Shelley Hahn; Peter Urbanc; Shannon Cottrell; Lauren Kerr
Subject: Divestment / Socially Responsible Investing - Letter to New Westminster from MFABC
Attachments: 4.0 Response to New Westminster - February 2018.pdf

Dear MFA Member,

As discussed a few minutes ago at our SAGM, please find attached the letter sent to New Westminster earlier this year that has the background of the work we have done at MFABC regarding Divestment / SRI Investing and lays out our current position in detail.

Kind regards,

Peter Urbanc | CAO

Municipal Finance Authority of BC

Unit 217 – 3680 Uptown Boulevard, Victoria, BC V8Z 0B9

P: 250.419.4760 | C: 250.208.8755 | EM: peter@mfa.bc.ca | Web: mfa.bc.ca



MFABC

Municipal Finance Authority of BC

February 16, 2018

Mayor Jonathan Coté and New Westminster Councillors
511 Royal Avenue
New Westminster, BC V3L 1H9

SENT VIA EMAIL ONLY

RE: February 9, 2018 Article in New Westminster Record “New Westminster councillor pushes for ethical investing”

Dear Mayor Coté and Councillors,

I am writing to clarify MFABC’s position with respect to the development of a Socially Responsible Investment pooled fund for use by Municipalities, in response to a recently published news article which references the Municipal Finance Authority of BC and your councillor Patrick Johnstone’s desire for “ethical investments” and “divestment from fossil fuels”.

MFABC staff and Trustees have been studying the viability of fossil fuel divestment and the creation of a socially responsible pooled fund since 2015. In March 2016, MFABC announced it would not be pursuing divestiture of fossil fuel related assets in its pooled funds. We communicated many reasons for this decision, the most compelling of which is that pooled funds, by their nature, would force clients to participate in investment portfolios that would have suboptimal performance characteristics problematic to their stated objectives as fiduciaries to maximizing returns. In other words, divestment which is favored by a minority would have undesirable impacts on the majority.

However, in a desire to be responsive to a perceived need from some local governments, MFABC continued studying the feasibility of creating a separate socially responsible pooled fund. A Socially Responsible Investment (“SRI”) approach is more comprehensive and considered than divestment. SRI guides the selection of assets in a given investment fund such that a specific set of moral or environmental objectives are included in the screening process. Rather than using a narrow view of simply creating a fund divested of fossil fuel related companies, the idea is to pool together local government views on specific negative impacts companies are having in society. For example, not just eliminating those companies which engage in resource extraction but also adding additional factors to the screen such as tobacco or child labour.

In order for an SRI fund to be viable, MFABC announced that the following criteria needed to be met:

- a resolution of the investing body (City Council, Regional District, etc.) demonstrating an understanding of the potential increased risk and higher fees;
- a commitment to invest a minimum amount of capital for a period of no less than three years. At least \$100 million in aggregate investment from all interested participants will be needed; and
- a commitment to participation in the development of SRI-based screening criteria (or other SRI approaches) and various policies to set up and administer the proposed fund.

These three conditions were set due to the higher costs associated with an SRI fund, to deal with the fiduciary duty problem in an SRI fund, and to defray those higher costs and still have a reasonable return expectation.

We subsequently engaged in a comprehensive survey of local governments throughout BC to gauge if there was at least \$100 million in demand for an SRI fund in order to proceed with its creation. In October 2017, we announced that there was only about \$65 million of confirmed demand. At the time of that announcement, I also told MFABC Members that several larger municipalities with reserves exceeding \$500 million had not expressed an interest in the SRI pooled fund option and that it would not take a big commitment (only \$35 million in aggregate) from those municipalities for an SRI fund to become viable.

We would like to reiterate both our process as relates to this issue and some of the specific considerations we looked at in evaluating divestment and SRI pooled funds:

Considerations:

- The difficulty of defining what corporations would be considered fossil fuel or related companies as there are a wide variety that could be contemplated, including extraction, pipeline, transportation, and other companies that are large scale users of fossil fuel. There is no industry standard around this terminology.
- The impact that divestment would have in concentrating existing portfolios into remaining sectors, resulting in reduced diversification.
- Removing companies in the oil and gas sector would have the effect of creating greater concentration of our portfolios in the financial sector. By increasing investments in banks and other financial institutions, which are a primary source of lending to the oil and gas sector, we would effectively still be providing backing to that industry.
- The primary goals of MFA Pooled Funds which are to provide the lowest possible cost and risk, for the highest possible return for our customers.
- Unlike other investment portfolios, our Pooled Funds are limited to fixed income

investments by our Act and may not invest in equities or outside of Canada. To our knowledge, there are currently no fossil-fuel-free fixed income funds in Canada.

- Bond holders have less influence than shareholders. As BC Local Governments are precluded from investing in equities, the amount of influence that would be exerted is questionable.
- Oil and gas related businesses represent a meaningful portion of the Canadian economy and capital markets, and some BC communities are well-supported by these industries. Any changes made to the structure of the MFABC investment funds affect all clients invested in the funds, not just those that wish to divest from fossil fuels.
- Many of the large fossil fuel intensive companies are also some of the largest investors in renewable energy production and research, therefore excluding them also excludes opportunities to invest in fossil-fuel alternatives. As at December 31, 2017 our three pooled funds included the following exposures to fossil fuel extracting and distribution companies, according to PH&N:

Short Term Bond Fund	7.87%
Intermediate Fund	0.79%
Money Market Fund	12.57%

- Many standalone renewable energy companies are non-investment grade, carrying a credit rating of below BBB, making them ineligible for MFABC's investment funds. Those that are investment grade are few in number and small in issuance and have low secondary market liquidity, making them difficult or expensive to buy and sell.
- The difficulty to create new fund(s) with enough consistent investment to offset related costs (economies of scale and consistency of amounts invested to sustain a viable fund). To defray costs and ensure a sustainable pooled fund, a minimum of \$100 million would need to remain on deposit.
- Managing an SRI-type fund requires additional costs to monitor all entities into which the fund invests to ensure compliance with the SRI parameters that are chosen. This additional work adds to the cost of managing such a fund, therefore potentially negatively impacting returns.

Process:

We received three direct enquiries from our Member municipalities on this issue, and were indirectly informed via UBCM resolution of the interest of a few other local governments. Despite the low level of interest being expressed to us, and given the important considerations outlined above, we investigated this option as follows:

- 2015 - Consultation with our fund managers at Phillips, Hager & North regarding the possibility of divestiture
- 2015 – Discussions at the Trustee level on the concept of and interest in fossil fuel divestiture
- 2016 – Consultation with other public-sector organizations being asked to consider divestiture

- 2016 – Discussion at the Member level on the concept of and interest in fossil fuel divestiture
- 2017 – Panel presentation at the AGM and Financial Forum on the subject of socially responsible investing, particularly the difficulties of fossil fuel divestiture in a fixed-income, Canada-only investment environment

With respect to the survey we conducted in 2017, we want to highlight the efforts we made to ensure that it was indeed comprehensive and reached every municipality and regional district in British Columbia to determine the real interest in developing a new and distinct Socially Responsible Investment Fund. The survey was sent to both elected and staff representatives and was circulated digitally with extensive follow up telephone calls made by the MFA team to clarify responses.

The survey had a 55% response rate, with just over 20 respondents expressing an interest in such a fund. Follow up calls clarified the amount that our members were willing to commit was approximately \$65 million in total. This is a very small percentage of the Local Government reserves held in British Columbia, and as mentioned, the minimum estimated amount needed to create and sustain a new SRI-based pooled fund is \$100 million.

We have expressed our willingness to move forward with the creation of an SRI-type fund, provided there is enough interest for a minimum of three years, and that our Members contribute their input on what the parameters of such a fund would be.

The MFA is proud of our almost 50 years of providing financial solutions to BC's Local Governments. Our team of 12 professional staff, 10 trustees, and 39 members is committed to supporting excellence in all our financial services. We represent ALL of BC's communities and strive to provide products that not only meet the legislative framework set for our province's local governments, but also provide superior flexibility, Canada's lowest interest rates for borrowing, and investment options specifically designed to meet their needs.

Sincerely,

Peter Urbanc

cc: Malcolm Brodie, Chair, MFABC Board of Trustees
Al Richmond, Vice-Chair, MFABC Board of Trustees



Staff Report

Date: September 21st, 2018

To: D. Chapman, Chief Administrative Officer

From: D. Fish, Corporate Officer

Subject: Regional Recycling Facility Capital Upgrades Loan Authorization Bylaw No. 626, 2018

Recommendations:

THAT the staff report entitled “Regional Recycling Facility Capital Upgrades Loan Authorization Bylaw No. 626, 2018”, dated September 21st, 2018, be received.

PURPOSE:

The purpose of this report is to introduce Bylaw No. 626, 2018 to the Board of the North Coast Regional District (NCRD) for consideration.

BACKGROUND:

At its Regular meeting held August 17th, 2018, the Board of the NCRD supported an application to the Investing Canada Infrastructure Program (Environmental Quality Stream (ICIP)) for the completion of capital upgrades to the Regional Recycling facility (Project). The application requests \$1,298,475 from senior government to complete the \$1.8 million Project through 2019-2020. As per the program requirements, the NCRD must contribute approximately \$500,000 toward the Project, which is unable to be sourced from Gas Tax (Community Works), or any other federal or provincial grant funds.

DISCUSSION:

At the same time the Board resolved to support its application to the ICIP, staff were directed to prepare a loan authorization bylaw for consideration at the next Regular meeting of the NCRD Board. The bylaw is required to borrow \$500,000, over a 20 year period, from the Municipal Finance Authority’s (MFA) long-term borrowing program.

Staff have prepared the *Regional Recycling Facility Capital Upgrades Bylaw No. 626, 2018* as Attachment A to this report for the Board's consideration. To summarize, the attached bylaw, if adopted, authorizes the NCRD to borrow a maximum of \$500,000, over a 20 year term, to complete capital upgrades to the Regional Recycling facility.

FINANCIAL IMPLICATIONS:

A summary of MFA long-term borrowing of \$500,000 over a 20 year period is as follows:

Term (years)	Annual Principal Pmt	Annual Interest Pmt	Total Annual Pmt	Total Principal	Total Interest	Total Payment
20	\$18,608	\$15,000	\$26,108	\$372,157	\$300,000	\$672,157

This represents an amount to be requisitioned for the service equivalent to approximately \$0.20 for each \$1,000 of net taxable value of land and improvements in the entire service area.

CONSULTATION:

In accordance with s. 342 of the *Local Government Act*, subsequent to 3 readings of the proposed bylaw, it will be presented to the Inspector of Municipalities for approval prior to initiating an alternative approval process consenting to the NCRD Board's adoption of the proposed bylaw.

RECOMMENDATION:

Staff is recommending that the Board give three readings to the *Regional Recycling Facility Capital Upgrades Bylaw No. 626, 2018* (Item 9.1 of the September 21st, 2018 NCRD Regular Board agenda).



Staff Report

Date: September 21, 2018

To: D. Chapman, Chief Administrative Officer

From: M. Williams, Planning Consultant

Subject: OCP and Zoning Amendment – Tourist Accommodation

Recommendations:

THAT the OCP and zoning amendment application for tourist accommodation be accepted;

AND THAT the OCP and zoning amendment application for tourist accommodation be referred to: Graham Island Advisory Planning Commission, Misty Isle Economic Development Society, Northern Health Authority, MOTI, MFLNRORD, Solutions Table, Ministry of Environment, and Heritage Conversation (Archaeology Branch).

Background:

McElhanney submitted an OCP and zoning amendment application on behalf of property owners to permit 'glamorous camping' at 40175 Highway 16. The applicant is requesting the lots be zoned from A1 – Agriculture-Forestry District to C2 – Tourist Accommodation District. *Official Community Plan* amendment is also required to amend designation from Rural to Commercial.

DISCUSSION:

Public Notice

As per the *Development Approval Procedures and Fees Bylaw No. 549*, the placement of a sign on the site describing the proposed application is recommended. The applicant is responsible for the cost and placement of the sign, which shall depict the proposed development. Requirements can be found in the bylaw under section 5.11.

Additionally, notice which describes the application and invites public comment will be posted on the website, made available at the administration office, and advertised in the newspaper. The Board may wish to send notice of Public Hearing to the owners and tenants of the adjacent properties.

Agency Referral

The *BC Local Government Act* (LGA) requires that the Board consider referral to several agencies for comment. Below is a summary of the agencies required for consideration as well as additional agencies as recommended by staff. A summary of comments will be provided to the Board in a future report.

Referral Agencies:

- Graham Island Advisory Planning Commission;
- Misty Isle Economic Development Society;
- Northern Health Authority;
- Ministry of Transportation and Infrastructure;
- Ministry of Forests, Lands and Natural Resource Operations and Rural Development;
- Solutions Table via FLNRORD;
- Ministry of Environment; and
- Heritage Conservation (Archaeology Branch).

SUMMARY:

The applicant is seeking to amend the OCP and Zoning Map to permit tourist accommodation. Staff have recommended that the application be referred to several agencies and stakeholders for comment. An amendment bylaw will be brought forward to the October meeting.

Intention of Application:

OCP:	Rural	→	Commercial
Zoning:	A-1	→	C-2

ALTERNATIVES:

The Board may identify alternatives for staff to pursue, such as:

1. Identify other agencies to refer the application to for comment.
2. Another option as identified through discussion of the Board.

Information to Supplement OCP / Rezoning Application

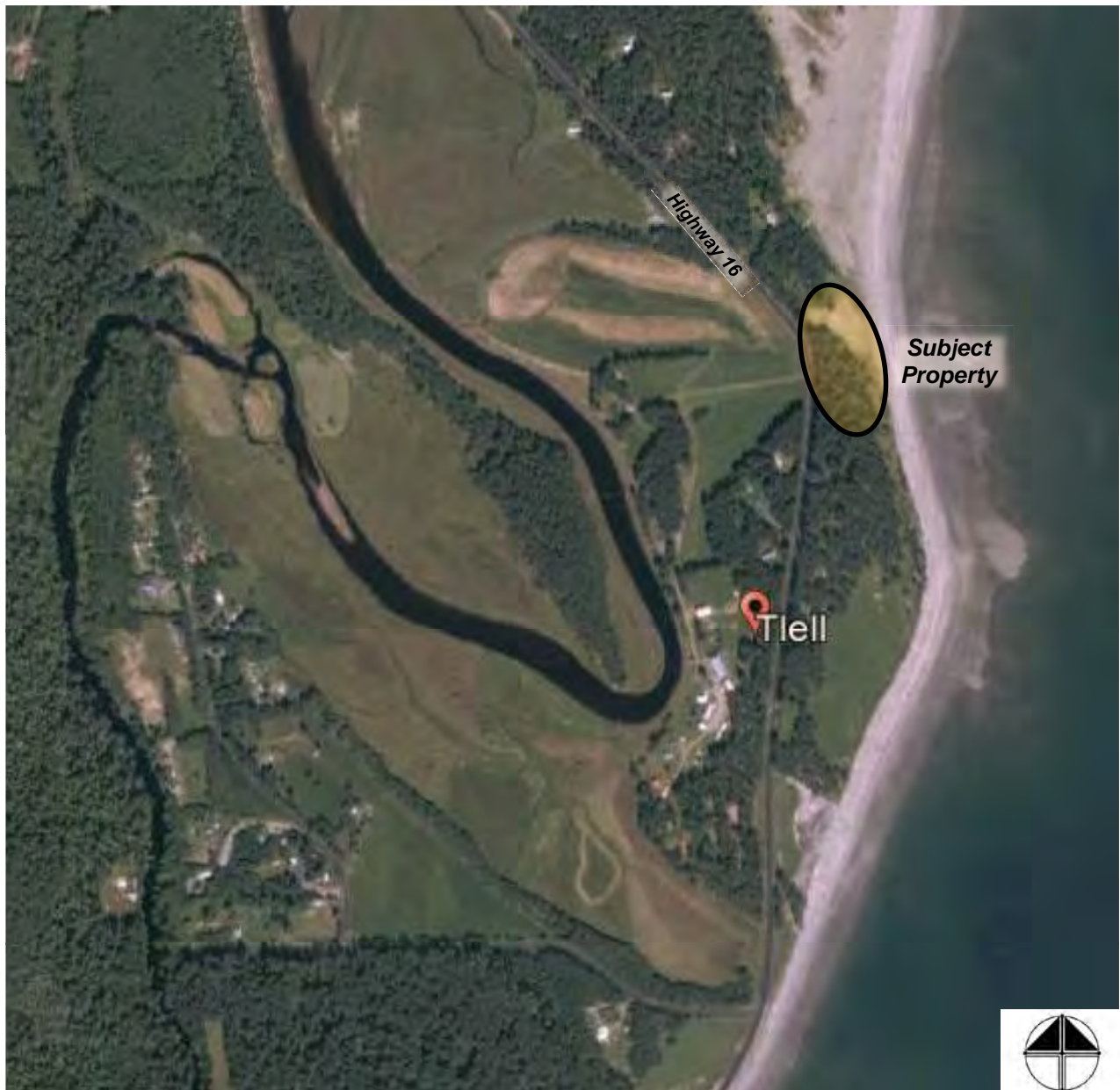
- Lot 6 DL 59 Queen Charlotte District Plan 11845
- 40175 Highway 16, Tlell,

Owner: Haida Gwaii Glamping Inc.

Location of Subject Property

The subject property is located on Graham Island within Electoral Area “D” and is adjacent to the east side of Highway 16 approximately 0.5 km north of Tlell. The property is situated between Highway 16 and the Ocean. The location of the property is noted below in Illustration 1.

Illustration 1: Location



Project Description

The owner of the property desires to operate a seasonal tourist accommodation business on the property which would operate from mid-April to mid-October. The tourist accommodation operation will provide a glamorous camping “glamping” experience and will be comprised of ten large tents which will be situated on slightly elevated 16-foot by 36-foot wooden platforms to avoid disturbance of the natural landscape. The facility will also include a “social dome” which will contain a common kitchen and meeting / social area. The social dome will also be elevated off the ground and will be approximately 800 square feet in area. A permanent 20-foot by 40-foot storage building has been constructed on the property to provide a place to store tents and equipment during the off-season. The property has access to electrical power, and a well has been drilled on the property to provide potable water. Each tent will have a low-flow toilet to minimize water consumption and effluent disposal will be through a septic system.

The owners also proposed to have a seasonal temporary structure on the property to offer souvenirs, gifts, and local products supplied by local artisans and growers to patrons during the operating season.

The approximate locations of the accommodation and the social dome are noted on Illustration 2, and images providing a good indication of the appearance of the accommodation and the social dome are provided in Illustration 3.

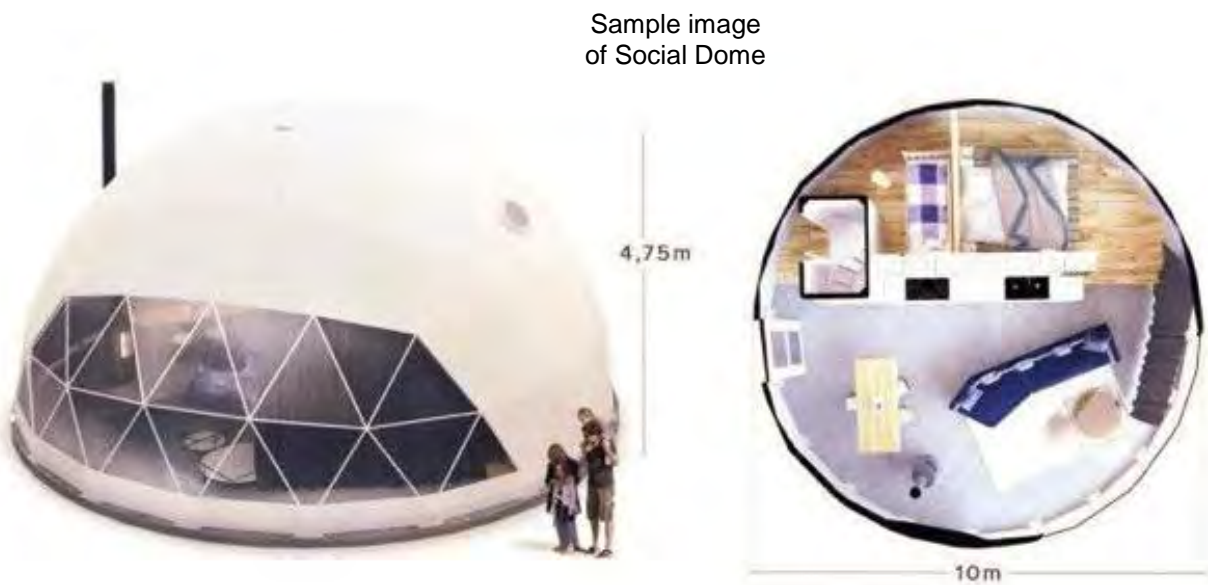
Illustration 2: Proposed Site Plan



Illustration 3: Images of Tourist Accommodation and Social Dome



Sample image
of “glamping”
accommodation



Sample image
of Social Dome

Rationale for C-2 Tourist Accommodation Application

The proposed use of the land is a unique concept to this area, and the owners believe there is a market for this type of tourist accommodation. The owners were born and raised in Haida Gwaii and have been honorarily adopted by the Haida into the Raven clan, and as such, the owners have strong ties to the community of Tlell. They have discussed opportunities for local artisans and growers to provide souvenirs, and food products to guests of the proposed facility.

One of the guiding principles of the owners is the conservation and protection of the environment, and that is why all of the accommodation areas and the social dome will be elevated off the ground. Also, there is sand dune on the north portion of the property which is recognized as having a fragile ecology, and the owners are committed to the protection of that fragile environment by restricting access to the dune area.

The platforms for the “glamping” tents and the social dome will be strategically placed to avoid disturbance to flora and fauna to the greatest possible extent, and access through the property is proposed to be via elevated boardwalks, again, to minimize disturbance to the ground cover. The effort to elevate the accommodation and social areas will preserve the environmental values on the property, resulting in an environmentally sustainable form of unique tourist accommodation.

Retention of existing trees on the site is important to the owners and every effort will be made to strategically place the tent platforms in areas that avoids the requirement to cut trees down.

The change in the zoning of the property to A-1 to C-2 will not have an adverse impact on the environment or on the use and enjoyment of the adjacent properties.

The present zoning and use for agricultural purposes could result in environmental degradation while the proposed unique tourist accommodation proposal will employ methods to preserve and protect the natural environment and sensitive ecology of the area.

Submitted by:

Brad Elenko, MCIP, RPP





Bylaw No. 626, 2018

A bylaw authorize the borrowing of half a million dollars (\$500,000) for the purpose of borrowing funds to complete capital upgrades to the Regional Recycling Facility

WHEREAS the authority to borrow under this loan authorization bylaw expires 5 years from the date on which it is adopted;

AND WHEREAS pursuant to Section 407 of the *Local Government Act*, participating area approval is required and shall be obtained by alternative approval process under Section 345 of the *Local Government Act*;

AND WHEREAS the approval of the inspector of municipalities is required under Section 403 of the *Local Government Act*.

NOW THEREFORE the Board of the North Coast Regional District, in open meeting assembled, enacts as follows:

1. The North Coast Regional District service for which this bylaw relates to is the Mainland Recycling Service.
2. The North Coast Regional District is hereby empowered and authorized to borrow upon the credit of the North Coast Regional District a sum not exceeding a half million dollars (\$500,000) for the capital upgrades of the North Coast Regional District Regional Recycling Facility.
3. The maximum term for which debentures may be issued to secure the debt intended to be created by this bylaw is twenty (20) years.
4. This bylaw may be cited as the "Regional Recycling Facility Capital Upgrades Loan Authorization Bylaw No. 626, 2018".

Read a first time this

___ day of _____, 2018

Read a second time this

___ day of _____, 2018

____ day of _____, 2018

__ day of ____, 2018

____ day of _____, 2018

____ day of _____, 2018

Corporate Officer

I hereby certify that this is a true copy of the North Coast Regional District Bylaw No. 626, 2018.



Bylaw No. 621, 2018

A bylaw to establish a service to provide a contribution to the cost of providing and operating arts and cultural centres

WHEREAS under section 332 of the *Local Government Act* a regional district may operate any service the Board considers necessary or desirable for all or part of the regional district;

AND WHEREAS the Board of the North Coast Regional District wishes to establish a service for the purpose of contributing to the cost of providing and operating performing arts and cultural centres within the City of Prince Rupert for community use for the benefit of the residents of the District of Port Edward, Electoral Area A and Electoral Area C;

AND WHEREAS the approval of the Inspector of Municipalities has been obtained under section 342 of the *Local Government Act*;

AND WHEREAS approval by alternative approval process has been obtained in accordance with sections 345 of the *Local Government Act*;

NOW THEREFORE the Board of the North Coast Regional District, in open meeting assembled, enacts as follows:

NOW THEREFORE the Board of the North Coast Regional District in open meeting assembled enacts as follows:

1. Citation

This Bylaw may be cited for all purposes as the “Mainland Arts and Culture Contribution Bylaw No. 621, 2018”.

2. Service

The service established by this bylaw is for the purpose of providing financial contribution to the cost of operating the Museum of Northern B.C. and the Lester Centre of the Arts.

3. Service Area Boundary

The boundary of the service area is coterminous with the boundaries of the City of Prince Rupert, the District of Port Edward, and Electoral Areas “A” and “C”.

4. Service Participants

The participants in this service shall be the City of Prince Rupert, the District of Port Edward, and Electoral Areas “A” and “C”.

5. Cost Recovery Method

The annual cost of the service shall be recovered by property value taxes imposed on the net taxable value of land and improvements for hospital purposes under section 378(1)(a) of the *Local Government Act*.

6. Apportionment of Costs

The apportionment of the net costs of the service shall be on a ratio basis as follows:

- a) The City of Prince Rupert shall contribute 2/5 of the net costs of the service;
- b) The District of Port Edward shall contribute 2/5 of the net costs of the service; and
- c) Electoral Areas “A” and “C” shall contribute 1/5 of the net costs of the service.

7. Requisition Limit

The maximum that may be requisitioned for the service to be provided pursuant to this bylaw is a fixed annual contribution maximum of \$45,000.

Read a first time this

25th day of May, 2018

Approval of the electors received this

___ day of ___, 2018

Read a second time this

___ day of ___, 2018

____ day of _____, 2018

__ day of ____, 2018

____ day of _____, 2018

Corporate Officer

I hereby certify that this is a true copy of the North Coast Regional District Bylaw No. 621, 2018.



Staff Report

Date: September 21, 2018

To: D. Chapman, Chief Administrative Officer

From: M. Williams, Planning Consultant

Subject: Referral – Timber Extraction, ROW

Recommendations:

Action: that the Board provide feedback to the Province of BC regarding this referral.

BACKGROUND

The North Coast Regional District received a Land Referral from the Province of BC for a license of occupation for extraction of timber to provide road access to DL 560 (privately owned).

The Ministry has asked for comments regarding this referral. Standard responses:

1. Interests unaffected;
2. No objection to approval of project;
3. No objection to approval of project subject to conditions as discussed by the Board; or
4. Recommend refusal of project due to reasons outlined by the Board.

DISCUSSION

The application is for a Right-of-Way to establish access to a private lot through Crown Land. While zoning is in place, it does not impact the location of a roadway. Application indicates that route has taken into consideration environmental impacts and other attribute to determine least impact. No comment was received from APC to date. Any comments received will be brought forward.

ALTERNATIVES

The Board may identify alternatives for staff to pursue, such as:

1. No response be provided; or
2. Another option as identified through Board discussion.

Management Plan

Please describe the details of your project to the extent known. Consult the guidance document for further information on regulatory requirements, rational for why the information is required, and how to find required information.

The scope and the timing for response will be provided. If information is requested and not received, it may result in the disallowance of the application.

Information on these topics may be required as part of the application processing and if further detail is necessary that is not part of the application and management plan received, you will be contacted and requested to provide additional information. In some circumstances, the use of a qualified professional to complete the plan may be required.

1.0 Background

1.1 Project Overview

Describe project for which authorization is requested, including construction and/or phased development details:

- a. Purpose: The project is being proposed to construct approximately 1,203 m of right of way/road access over Crown land to access the SE Section of DL 560 found within the Skeena Queen Charlotte Regional District plan area on Graham Island. The intention is to obtain a Licence of Occupation for a 10 year term for extraction of timber and road access to lot over the term of the Licence.
- b. Construction: Construction will follow the Land Use Operational Policy for Roadways as required. Clearing width=20 m; Ditching depth=2 m; Timber removal requirements=Clearcut; Method of construction=Excavator/Rock truck/bulldozer to clear and grub/wood puncheon/subgrade and surface; Estimated costs/Contractor=N/A Construction will be completed by landowner; Construction schedule=(start to finish will be approx. 3 months from date of approval; Date the road was flagged and in what manner=July 4/9, 2018 using sub-meter Trimble GPS unit and PINK centerline flagging; Rock blasting required=N/A.
- c. Materials: Volumes of gravel/fill and the source of the gravel=Approx. 3000 cu m of fill and gravel from ditches and private pit; Soil types=compacted glacial till, Sand/Gravel; Endhaul/disposal and borrow areas=Max RoW width is used to allow sufficient room for grubbing material to be sidecast onsite under 1m in depth. Should good material be found within the 20 m RoW, small borrow pits may be created to utilized the on-site material; Planned move and placement of materials=an excavator will be used for the clearing/grubbing and material placement, with rock trucks delivering any additional material from private pit; and, Slash Disposal method=Most slash will be utilized in the puncheon, or piled as necessary within the RoW.
- d. Environment: Measures to mitigate soil erosion=Area is flat, so no soil erosion issues are anticipated; -Drainage control measures including location and direction of any drainage course=regular cross drains will be installed per Land Use Operational Policy for Roadways; Future deactivation requirements=Road will be cross ditched to ensure drainage should the road require deactivation at some point in the future.

1.2 Investigative Work

If any preliminary investigative work has been carried out, with or without an investigative authorization, provide details on work completed, incomplete or on-going from previous term.



Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones
----------	-------------------------------	---	-----------------------

Activity	Brief Description of Activity	Status (e.g. Complete, incomplete, ongoing)	Comments / Milestones
Road Location Planning	Flagging and marking of R of W	Complete	
Add Row			

1.4 First Nations Consultation

Describe any contact you may have had, including the name of the First Nation(s) and representatives contacted.



Consultation dealt with at Solutions Table.

2.0 Location

2.1 Description

Provide a general description of the location of the project:



Located west of Lawn Hill on Graham Island, the proposed road construction (560-1) commences from LAW1000 (Lawn North FSR) where the deactivated spur LAW1010 into TSL LAW712 heads north (POC STN 1+188 on LAW1000-Approx BC Albers Coord.=604932.6, 951725.5) to where it crosses the southern property boundary of DL560(SE Section)(POT Approx BC Albers Coord.=605029.2, 952868.6).

2.2 Location Justification

Provide your reasons/justification of the need for this type of project at this location:



The proposed road in this location is required to provide long term access to the privately owned SE Section of DL560. No other feasible road access is available that is closer and not currently constrained in some fashion. This represents the closest reasonable access point into the property using existing roads, which avoids fish habitat, sensitive or wet ecosystems, recreational features, and Conservancy known to be found in the general area.

2.3 Seasonal Expectations of Use

When will the Project require use of the land? Include information on key works during construction phases as well as operations phase. Please reference [reduced risk fish windows](#) as required by DFO:



Project Phase (Construction / Operations)	Brief Description of Activity / Works	Season
Construction	Right of Way Clearing/Road Construction	Winter
Add Row		

3.0 Infrastructure and Improvements

3.1 Facilities and Infrastructure

Detail any new and existing facilities, infrastructure or processes proposed and any ancillary uses. Provide details of planned construction methods and materials, and construction scheduling.

Facility/Infrastructure/Process	Construction Methods/Materials	Construction Schedule
N/A		
Add Field		

3.2 Access

Identify existing and proposed roads used for access and their use by season. Include any proposed connections to public or Forest Service Roads; traffic information including volume of traffic during construction/operation and phase or season that the traffic is expected:



Roadway/Proposed Connection	Existing/Proposed	Existing Road Classification	Road Permittee Information and Road Use Agreements	Traffic Volume		Mitigation of Traffic Effects
				Construction Phase	Operations Phase	
560-1	Proposed	N/A	Pineault (TBA)	Road Equipment Only	Logging Trucks	Road Maintenance
LAW1000(To Stn 1+188)	Active	FSR	Pineault (TBA)	Lowbedding/Pickups	Logging Trucks	Road Maintenance
LN1500	Active	FSR	Pineault (TBA)	Lowbedding/Pickups	Logging Trucks	Road Maintenance
Add Field						

3.3 Utility Requirements and Sources

Describe utility requirements and sources, include agreements in place or underway allowing access to utilities.



N/A

--

3.4 Water Supply

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including sources, location, volume and a general description of infrastructure planned to meet water supply requirements, include any agreements outside of Water Act Authorizations identified above (Section I, Authorizations, Permits or Approvals), such as Municipal water supply.

Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water, etc)	Source/location	Volume	Infrastructure Description	Agreements
N/A					
Add Field					

3.5 Waste Collection Treatment and Disposal

Identify water requirements for construction and operation phases (e.g. surface water and/or groundwater), including:



Project Phase (Construction/ Operation)	Water Requirement (e.g. Surface water or ground water, etc)	Source/location	Volume	Infrastructure Description	Agreements
N/A					
Add Field					

4.0 Environmental

Describe any significant impacts and proposed mitigation for the following environmental classes:

4.1 Land Impacts

4.1.1 Vegetation Removal

Is any timber removal required?

☒ Yes ☐ No

Are any areas of vegetation to be cleared, outside of timber removal?

☐ Yes ☒ No

4.1.2 Soil Disturbance

Will there be any areas of soil disturbance, including clearing, grubbing, excavation and levelling?

☒ Yes ☐ No

Disturbance Type	Impacts	Proposed Mitigations
Clearing/Grubbing of road bed	Rutting	Use of puncheon/matting
Ditch Excavation	N/A-Flat ground, Fire back up reservoir	N/A
Add Field		

Is the area to be excavated a Brownfield site or has the potential to be contaminated?

☐ Yes ☒ No

Is there potential for disturbance of archaeological, paleontological fossils or historical artifacts?

☐ Yes ☒ No

4.1.3 Riparian Encroachment

Will any works be completed within or adjacent to the riparian zone of any water body?

☐ Yes ☒ No



4.1.4 Pesticides and Herbicides

Will there be any use of pesticides or herbicides during construction, operations and/or maintenance?

☐ Yes ☒ No

4.1.5 Visual Impacts

Will there be any adverse effects of the projects, and any potential adverse effects on sight lines to the project area from surrounding areas likely to be used for scenic viewing by residents or other users?

☐ Yes ☒ No

4.1.6 Archaeological Sites

Are there any known or high potential (Arch Procedure) archaeological sites within the project area?

☐ Yes ☒ No

Have you conducted an AIA or engaged an archaeologist to assist with your investigations?

☐ Yes ☒ No

4.1.7 Construction Methods and Materials

Identify the types of construction materials, the methods used, their impacts, and any mitigations:

Construction Material/Method	Impacts	Mitigations
logging residue wood/Road subgrade	possible rutting/compaction	wood puncheon, fabric, rock ballast
500 mm corrugated/cross drain pipes	Impacts on water quality/timing/flow	230 m spacing, maintain vegetation where practicable
sand and gravel/Road surface	water shedding/running surface	crowned surface, ditching, grading
Add Field		

4.2 Atmospheric Impacts

4.2.1 Sound, Odor, Gas or Fuel Emissions

Will the project construction or operation cause any of the following to disturb wildlife or nearby residents:

[\(Best management practices for sound\)](#)

Sound? ☒ Yes ☐ No

Explain the current conditions, source, type and range of emission. Provide a description of atmospheric effects from proposed construction, operation, and decommissioning phases. Also include proposed mitigation measures to manage or mitigate adverse effects.

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
-----------------	--------------------	-----------------	-----------------------------------

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
Equipment	Periodic timbersale activity	None anticipated	Defined operating times

Add Field

Odor? ☐ Yes ☒ NoGas? ☐ Yes ☒ NoFuel Emissions? ☒ Yes ☐ No

Explain the current conditions, source, type and range of emission. Provide a description of atmospheric effects from proposed construction, operation, and decommissioning phases. Also include proposed mitigation measures to manage or mitigate adverse effects.

Emission Source	Current Conditions	Project Impacts	Proposed Mitigations / Management
Equipment Exhaust	Periodic Timbersale activity	None anticipated	N/A

Add Field

4.3 Water or Land Covered by Water Impacts

4.3.1 Drainage Effects

Will the project result in changes to land drainage?

☐ Yes ☒ No

4.3.2 Public Access

Will the project result in changes to public access?

☐ Yes ☒ No

4.3.3 Flood Potential

Will the project result in a potential for flooding?

☐ Yes ☒ No

4.4 Fish and Wildlife Habitat Impacts

4.4.1 Disturbance to Wildlife and Wildlife Habitat

Will the project result in adverse effects to wildlife or wildlife habitat?

[\(BC Wildlife Act\)](#)

☐ Yes ☒ No

Will the project (construction or operations phase) occur in and around streams, lakes, estuarine or marine environments?

☐ Yes ☒ No

Is the project (construction or operations phase) likely to increase erosion or sedimentation?

☐ Yes ☒ No

Will the project (construction or operations phase) require water diversion?

☐ Yes ☒ No

Will the project threaten or endanger species at risk in the area?

[Species At Risk Act](#)

☐ Yes ☒ No

5.0 Socio-Community

5.1 Land Use

Describe the current community setting on or near the project area, including the location of non-aboriginal and aboriginal communities or known use areas.

The unincorporated area of Lawn Hill is located approximately 4 km to the SE of the proposed development. Timber sale license development and associated industrial roads have been common in this area. An old "Settlers" trail is located more than 0.5 km to the east of the proposed road access, however there are no impacts anticipate. An original lot line has been cleared on the southern boundary of the lot, which is visible on the orthophoto. This has been field confirmed as a lot line, with tall stumps, very brushy and wet in sections, and no evidence of common or current trail use as compared to the Settlers' Trail proper.

5.1.1 Land Management Plans and Regional Growth Strategies

Are there any land and resource management plans, coastal plans, provincial, regional growth strategies or local government plans with zoning, or management policies or use restrictions in place that could limit or preclude your proposed use of the land? *(Please refer to the [Union of BC Municipalities \(UBCM\)](#), and check the websites of the municipality, regional district or other organization with jurisdiction including your project area.)*

☒ Yes ☐ No

Please list:

The Haida Gwaii Land Use Order applies to this application. There are no limitations anticipated for this proposal under the LUOO. A CFI survey was conducted on the proposed RoW and identified crabapple will be left standing wherever practicable and safe to do so within the RoW. RoW does not come within 2 tree lengths of the adjacent conservancy.

5.2 Socio-Community Conditions

5.2.1 Adjacent Users or Communities

Is the project likely to restrict public access, or the ability, or the ability of adjacent land owners or tenure holder to access their property or tenures?

☐ Yes ☒ No

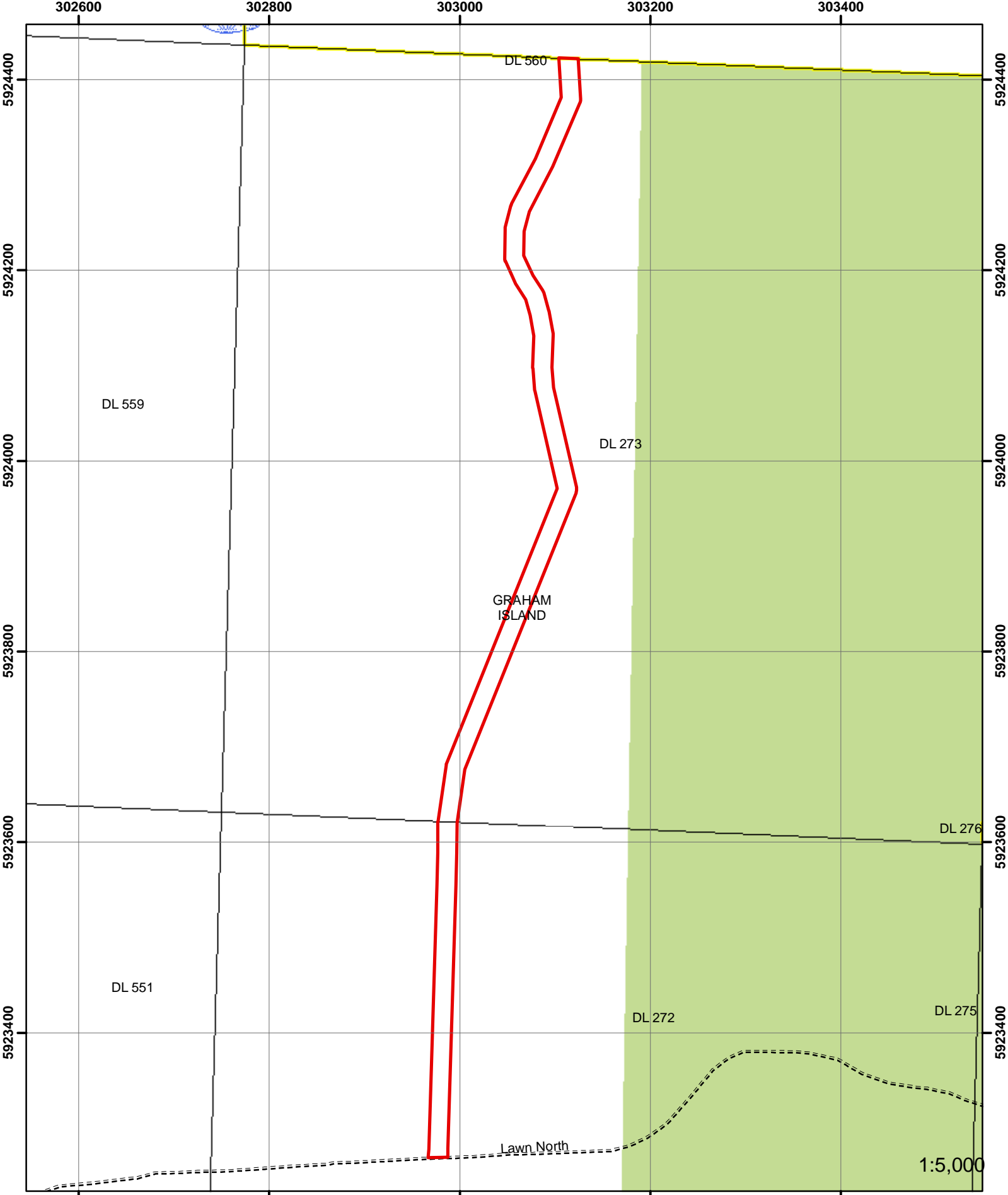
5.2.2 Existing Services

Provide a description any increased demand on fire protection and other health facilities and emergency services arising from your Project, including proposed management or mitigation measures.



No demand for increased services is anticipated.

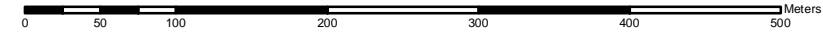
END O F FORM



Road Access Through Crown Land to Private Lot
Tenure Area: 2.402814ha Length x Width:1193m x 20m

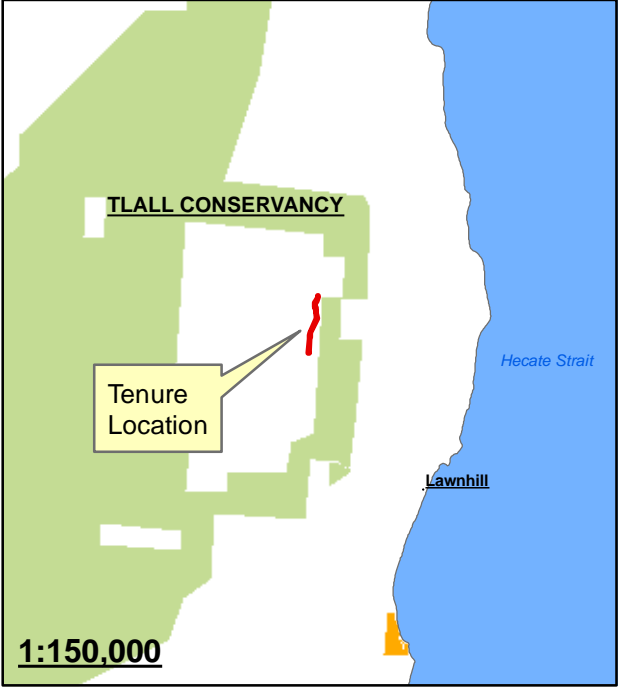
- Legend**

 - Digital Road Atlas
 - BC Ferries Route
 - Yellowhead Highway 16
 - Active Forest Road
 - Pending Forest Road
 - Retired Forest Road
 - All Land Act Survey Parcels
 - Integrated Cadastral Fabric - Private Land
 - Crown Tenures
 - Indian Reserves
 - Municipalities
 - Type I and Type II Fish Habitat - Haida Gwaii LUOO - Legal
- Lakes and Ponds
 - Marsh
 - Swamp
 - Cedar Stewardship Area - Haida Gwaii LUOO - Legal
 - Forest Reserve - Haida Gwaii LUOO - Legal
 - Marbled Murrelet Nesting Habitat - Haida Gwaii LUOO - Legal
 - Northern Goshawk Reserve - Haida Gwaii LUOO - Legal
 - Northern Saw-whet Owl Reserve - Haida Gwaii LUOO - Legal
 - National Parks
 - Provincial Parks, Eco Reserves and Protected Areas - All
 - Conservancy Areas
 - Wildlife Management Areas



Coordinate System: NAD 1983 UTM zone 9N

Mapsheet: 103G041 Date Created: 2018/08/29 Prepared By: HGRD





Staff Report

Date: September 21, 2018

To: D. Chapman, Chief Administrative Officer

From: M. Williams, Planning Consultant

Subject: Referral – Hidden Valley RV

Recommendations:

Action: that the Board provide feedback to the Province of BC regarding this referral.

BACKGROUND

The North Coast Regional District received a Land Referral regarding the conversion of a licence to a direct sale of an RV Park. The lot is within the Village of Masset. The RD has been included in the referral as the municipality falls within NCRD boundaries.

The Ministry has asked for comments regarding this referral. Standard responses:

1. Interests unaffected;
2. No objection to approval of project;
3. No objection to approval of project subject to conditions as discussed by the Board; or
4. Recommend refusal of project due to reasons outlined by the Board.

APC COMMENT

APC members did not have a formal meeting regarding this application; however, members expressed support and noted that it is an important piece of community infrastructure with economic benefit. Members also noted that there is a possibility of revealing archaeological sites once construction begins.

ALTERNATIVES

The Board may identify alternatives for staff to pursue, such as:

1. No response be provided; or
2. Another option as identified through Board discussion.

Management Plan – RV Park

Currently Lands File #632499

Overview

This management plan is for the conversion of the existing Crown lease of the RV Park within the Village of Masset Municipal boundaries into a sale to the Village of Masset. The Village of Masset has an outstanding opportunity to acquire up to \$250,000 in Crown Land under a grant that was given to the Municipality during the most recent Land Use Planning event on Haida Gwaii in 2009-2011 when all three municipalities were offered this option. The Village of Masset has not, to date, taken advantage of this opportunity, and has chosen this lot to exercise its option at this time. The area in question is used for an RV/Camping park and has been consistently used as such for over 30 years. There have been no changes to the use of this land since the July 28, 1984 30-year lease that was secured for this lot. First Nations consultation for this grant option will happen via the Solutions Table review that occurs with all tenures on Haida Gwaii.

Infrastructure

There is currently a residential/commercial structure on this lot used as retail space for fishing/camping gear as well as a residence for the caretakers of this campground. In addition, there is a public washroom facility that includes laundry facilities. There are camping spots to park RV's or to pitch a tent. Finally, there is a road which encompasses the entire lot allowing access to all the buildings and camping spots within the lot.

Access & Utilities

The RV Park is accessed by a driveway that intersects with Highway 16 within the Village of Masset. This lot is serviced with municipal water and sewer. This facility is used year-round but has a predominantly summer usage (May through October).

Environment

No vegetation or soil disturbance is required to carry on the activities that currently exist at this site. All camping spots have already been developed and it is just a matter of maintaining what already exists. This area does not include a riparian zone. No pesticides and/or herbicides will be used in the operation of this site. This site is located within the Village of Masset' Municipal boundaries. However, there is a lot of tree cover between the highway and the camp grounds to both provide privacy and a feeling of the forest for the campers and to ensure that the campground does not have any sort of negative visual or sound impact for residents of the greater Massett area. There are no known archaeological sites within the project area. The ongoing use of this area as an RV park will not have adverse impacts for residents or wildlife in regard to sound, odor, gas or fuel emissions. As no changes are planned for the site there will be no changes in land drainage. The change of this tenure from lease to ownership will not impact/change public access. The change of this tenure will not result in an increased potential for flooding. This application will not result in any adverse effects to wildlife or wildlife habitat, nor is it in

close proximity to streams, lakes, estuarine or marine environments. This application does not require water diversion, nor will it result in increased erosion.

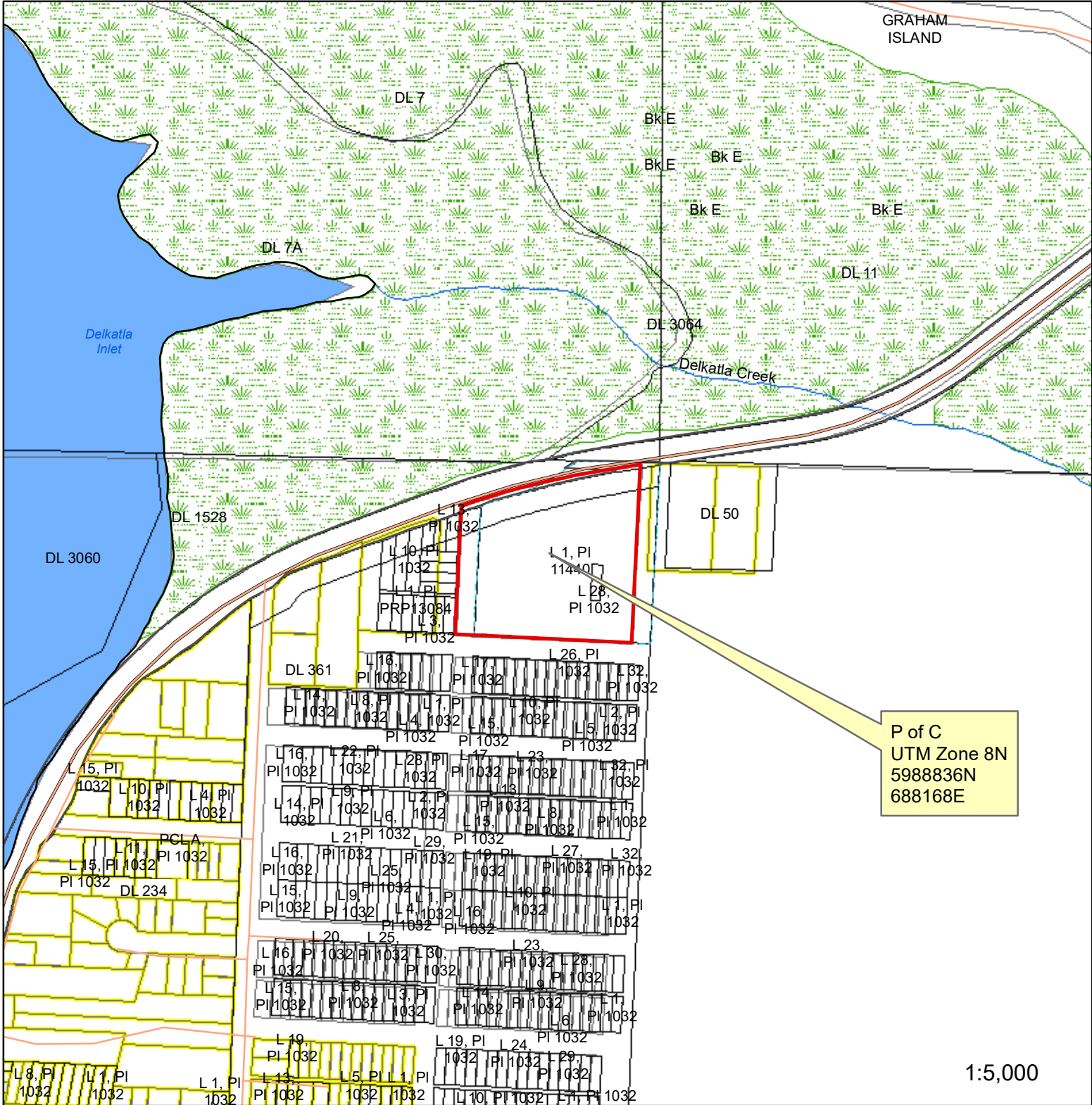
Socio-Community

The tenure is located within the Municipal boundaries of Masset, along Highway 16 heading north out of the main community of Masset but located before the airport. The RV Park is located across the highway from the Delkatla Sanctuary. The RV Park is available for use by all residents as well as tourists – it is used both as a camping spot and as a small retail space for fishing/camping/hunting supplies. This application will not impact the ability of adjacent land owners or tenure holders to access their property or tenure. There are no land use plans in place which would limit or preclude the proposed use for this land. This project will not result in any increased demand on services such as health care facilities, fire protection or emergency management services as it has already been in operation for over 30 years.

Legal Description Schedule

Lot 1 of District Lot 361, Queen Charlotte District, shown on sketch below, containing 2.5 hectares, more or less.

DID #: 933875
Lands File #:6401530



Council of the
Haida Nation



Ministry of
Forests, Lands and
Natural Resource Operations

Haida Gwaii Natural Resource District





















Lands File Tenure Map
6401530 Village of Masset - Crown Grant
CROWN GRANT/DIRECT SALE/GENERAL

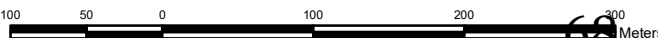
Mapsheet: 103K010

Date Created: 2018/09/04

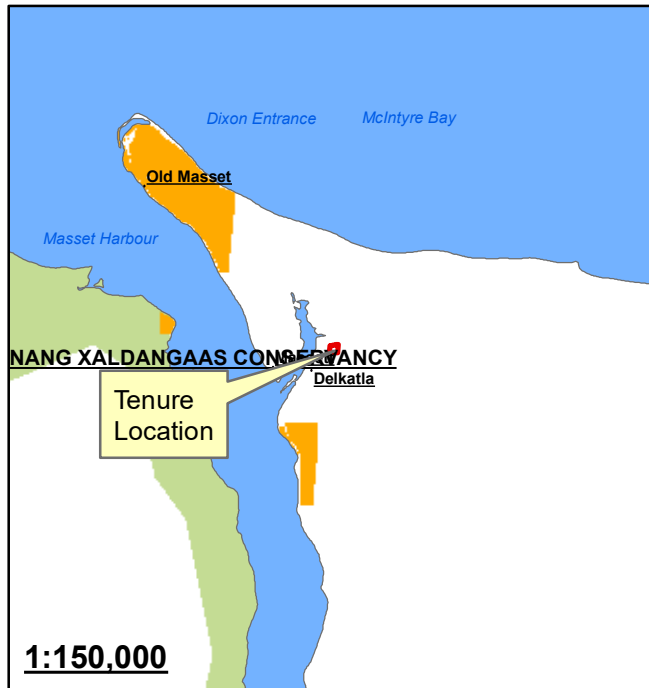
Prepared By: HGNRD

Legend

- | | | |
|---|---|--|
|  Digital Road Atlas |  Tenures |  Marsh |
|  BC Ferries Route |  Integrated Cadastral Fabric |  Swamp |
|  Yellowhead Highway 16 |  Private Land (Surface) |  North Coast Ocean BC |
|  Active Forest Road |  Provincial Parks |  Forest Rec Site |
|  Pending Forest Road |  Ecological Reserves | |
|  Retired Forest Road |  Conservancy Areas | |
|  Rivers and Creeks |  Indian Reserves | |
|  Lakes and Ponds |  Inundated Land | |



Coordinate System: NAD 1983 BC Environment Albers



1:150,000

Proactive Vessel Management: discussion paper

Introduction

As part of the Oceans Protection Plan, Transport Canada is developing a new initiative to work with Indigenous groups and coastal communities, as well as other waterway users and marine stakeholders, to better manage local marine traffic issues. The Proactive Vessel Management Initiative will create opportunities for dialogue and collaboration to reduce conflicts and improve environmental and cultural protection in local waterways. Learn how the Proactive Vessel Management initiative will contribute to a world-leading marine safety system and strengthened partnerships. You can contribute to the discussion by responding to various questions.

Purpose

This discussion paper provides an initial vision for Proactive Vessel Management (PVM). With this discussion paper, which we'll continue to update, we're looking to generate discussion and seek advice about:

- using a PVM approach to manage vessel traffic issues
- identifying those issues that using a PVM approach could address
- putting in place a PVM approach in local waterways

Join the discussion

We have included questions throughout the document.

Visit the Let's Talk – Oceans Protection Plan portal to re-read the questions and submit your responses, either on-screen or by uploading a Word or PDF document. You can respond to as many questions as you wish.

Background

In November 2016, we announced Canada's Oceans Protection Plan (OPP). This national initiative is designed to keep Canadian waters and coasts safe and clean for today's use and for future generations.

The OPP has four main priority areas:

- Creating a world-leading marine safety system
- Restoring and protecting the marine ecosystem
- Strengthening partnerships with Indigenous communities
- Using stronger evidence-based decision-making

As part of the plan, we are developing a new Proactive Vessel Management initiative.

The PVM initiative will allow for a more integrated, collaborative approach between the Government of Canada, Indigenous groups and coastal communities to manage local marine traffic issues.

Through the PVM initiative, we will:

- develop and implement measures to educate, improve safety, protect the environment and respect traditional uses
- contribute to a world-leading marine safety system and strengthened partnerships with Indigenous and coastal communities

Managing marine vessel traffic in Canada

To better understand the PVM as an initiative under the OPP, we are providing background on managing marine vessel traffic in Canada.

Responsible authorities

The Constitution of Canada makes the federal government responsible for regulating and managing commercial shipping and navigation. The main federal authorities responsible for managing vessel traffic in Canada include:

Transport Canada

Transport Canada is the lead federal department responsible for marine safety in Canada. It:

- promotes efficient marine transportation
- promotes safe, secure and sustainable marine practices
- oversees marine infrastructure
- helps protect the marine environment

Its key responsibilities include:

- safe operations, inspections and certification of foreign and domestic vessels
- training and certification of seafarers
- setting requirements for preventing pollution from ships

Canadian Coast Guard

The Canadian Coast Guard:

- ensures the safety of all mariners on Canadian waters
- protects Canada's marine environment
- supports economic growth through the safe and efficient movement of maritime trade in and out of Canada's waters

Its key responsibilities include:

- conducting marine search and rescue
- federal oversight for oil spill response
- icebreaking
- installing and maintaining aids to navigation and Marine Communications and Traffic Services (MCTS)

Pilotage authorities

Pilotage:

- means using qualified experienced mariners aboard-ship who use their knowledge of local waters to safely guide vessels to their destination
- is mandatory in a number coastal waterways across the country, especially in busier waterways or where vessels navigate close to shore

Pilotage authorities are responsible for providing safe pilotage in Canadian waters.

There are four pilotage authorities in Canada:

- Atlantic
- Laurentian
- Great Lakes
- Pacific

Canada Port Authorities

Canada Port Authorities operate key ports across the country. They:

- provide marine infrastructure
- ensure that marine traffic and cargo move safely and efficiently
- set various traffic control measures such as:
 - speed, wind and visibility restrictions
 - minimum clearances between the bottom of the keel and the seabed
 - time and tide windows for vessel transits
 - anchoring controls and restrictions for different types and sizes of vessels

International Maritime Organization (IMO)

Most commercial, deep-sea trading vessels in Canadian waters are flagged (registered) in foreign countries. Because shipping is a global activity, marine safety and the vessel traffic management need to be consistent. This is why the International Maritime Organization (IMO) plays the most important role in how vessel traffic is managed worldwide.

The IMO is a specialized agency of the United Nations. It sets global standards for safe, secure and environmentally sound international shipping. Its main role is to create a fair, effective and worldwide regulatory framework for the shipping industry. Currently, there are over 50 IMO conventions that apply to all vessels operating in Canadian waters and to Canadian vessels operating worldwide. These are implemented and enforced in Canada through domestic laws and regulations.

Key components of the system

Vessel traffic is managed through a comprehensive system of international and Canadian laws regulations, programs and services. They regulate and manage all aspects of safe shipping and navigation, including:

- vessel operation (such as speed, routing, “rules of the road” and watch keeping)
- aids to navigation
- discharges (such as ballast, bilge and sewage)
- air emissions
- communications equipment and procedures
- standards for crew training and certification
- vessel design and construction
- safety equipment

Regulatory framework

Transport Canada is the main authority responsible for implementing regulatory measures under the authority of the Minister of Transport through the *Canada Shipping Act, 2001*. The department has the authority to regulate Canadian and foreign vessels operating in Canadian waters extending 12 nautical miles offshore, an area of water referred to as the territorial sea.

However, Canada also has obligations to foreign vessels under the United Nations Convention on the Law of the Sea (UNCLOS). The most important of these is the right of foreign vessels to “innocent passage.” Innocent passage means that foreign vessels may transit through our waters as long as they do not interfere with the peace, good order or security of Canada.

Waters extending 200 nautical miles beyond the territorial sea form Canada’s exclusive economic zone. While Canada maintains certain powers with respect to fishing and natural resource development within the zone, any traffic management measures we consider for these waters must be consistent with UNCLOS.

Also, Canada manages some waters, such as the straits of Haro and Juan de Fuca in British Columbia’s Salish Sea, cooperatively with the United States. The two countries would have to take a joint, bilateral approach when considering any measures to manage vessel traffic for these waters.

The concept of Proactive Vessel Management

Shipping is a highly regulated industry with strict safety and environmental controls. Members of Indigenous and coastal communities are raising concerns about the different uses of waterways and the potential impacts of vessels on ecologically and culturally sensitive marine and coastal areas. They have expressed strong interest in working with government and other interested parties towards solutions.

In response to these concerns and momentum from Indigenous and coastal communities to be more engaged, the PVM initiative is a new approach to addressing vessel traffic issues in local waterways and to reduce the impacts of shipping in the short and long term. This approach reflects greater collaboration between the Government of Canada and Indigenous and coastal communities, as well as key stakeholders such as the marine industry and non-government organizations, to identify issues and develop solutions that showcase knowledge and experience held by all. These solutions could include, for example:

- raising user awareness and knowledge
- improving communications on the water
- applying more vessel controls such as speed and routes

Discussion question 1

Does this concept make sense to you? Is there anything we should add or change?

Issues or conflicts linked to marine shipping that could apply a Proactive Vessel Management approach

We've heard concerns on a number of issues about how vessel traffic is managed in local waterways. These concerns fall mainly into the following categories and could be addressed using a PVM approach:

Safety and security issues	include small vessel operators' concerns about navigating near and around commercial deep-sea vessels because of their speed and the wake they create
-----------------------------------	---

Environmental issues	include the types of impacts vessels can have on local environments, such as marine pollution, air emissions, illegal dumping, and noise disturbances to marine and terrestrial wildlife
-----------------------------	--

Socio-economic issues	include noise disturbance to humans above the water, impacts to aesthetic values for local industries such as eco-tourism and concerns about access to fishing
------------------------------	--

Cultural issues	include Indigenous groups' concerns about their ability to access marine areas in their traditional territories to practice their fishing rights. This can negatively affect their ability to pass on traditional cultural practices to the next generation
------------------------	---

Discussion question 2

What vessel traffic issues or conflicts are you aware of in your local waterway that the Proactive Vessel Management initiative should consider? What and where is this waterway? What is your relationship to, or use of, this waterway?

A framework for Proactive Vessel Management

The PVM initiative recognizes that no single sector or jurisdiction can address vessel traffic issues alone. It requires an approach that includes anyone who has a role in addressing vessel traffic issues. A PVM approach provides a framework to guide how to:

- engage participants by establishing forums for dialogue and collaboration, or leveraging existing ones
- determine roles and responsibilities
- gather and exchange information
- identify issues
- decide which issues to include and not include
- share and use information, technical expertise and traditional knowledge
- make decisions

The framework:

- will help guide all the participants in the forum to identify issues, assess and implement potential measures to address vessel traffic issues that arise in their local waterways

- supports ongoing conversations with First Nations, key stakeholders and jurisdictional partners to enhance collaboration and build partnerships
- will depend on making the most of relationships with and among all partners and stakeholders to be successfully put in place

Framework principles

The framework will also require a set of principles that represent a shared vision for addressing vessel traffic issues. The following principles are examples from discussions that emerged during regional engagement sessions across Canada with partners and stakeholders.

- The need to balance responsible economic development opportunities with protecting community resources and livelihoods is integral, and will be supported through the inclusion of diverse perspectives
- Effective communication, education, and knowledge exchange amongst all partners can enhance transparency, increase awareness of concerns, and boost overall confidence in the marine safety system
- A consensus-based approach to decisions facilitates trust and cooperation among diverse partners and stakeholders
- The implementation of voluntary measures to address vessel traffic issues provides a degree of flexibility that does not exist within regulation
- The decision-making process will be based on evidence supported by traditional and local knowledge, and science

Discussion question 3

Do you agree with these principles? What other principles should we consider in the development of the proactive vessel management initiative?

Implementing a Proactive Vessel Management approach

The following steps have been identified for consideration in a PVM approach to collaboration on vessel traffic issues in local waterways.

Some notes about these steps

- Depending on the complexity of the vessel traffic issue, these steps may be done quickly or slowly
- Collaboration, knowledge exchange and education underpin these steps, including how to bring the knowledge from different participants into the conversation to deepen understanding of each issue

- The forum must determine what a success outcome will look like from the onset and what evidence will be needed to demonstrate success

Step 1: Engagement and Dialogue

To put a PVM approach in place, we'll need strong engagement from partners, stakeholders and other responsible authorities to establish a forum for area-specific vessel traffic issue(s) related to the local waterway. As we noted above, the framework will provide guidance on how this can be achieved. However, the most important thing will be to establish a forum of people representing diverse perspectives who can contribute to productive dialogue.

Step 2: Identifying and prioritizing issues

Once partners and stakeholders are engaged in the forum, it will be important to identify and prioritize any vessel traffic issues impacting their waterway. These issues will likely fall into the four categories listed above, under Issues or conflicts linked to marine shipping that could apply a Proactive Vessel Management approach. Participants will need to clearly and concretely define the scope of each issue so that they can see how they will contribute to the process.

Step 3: Gathering and analyzing information

Next, it will be important for participants to thoroughly analyze each issue, taking into consideration traditional knowledge, technical information and science. These methods will ensure that all relevant information is considered. After this step, participants may determine that a PVM approach is not the best way to address the issues. If this is the case, the framework will provide guidance on what to do.

Step 4: Exploring and assessing options

Participants will be able to use a "toolbox" of options so they can choose how to minimize safety risks and reduce the impacts of the vessel traffic issue impacting the local waterway. They will need to analyze and assess potential measures for safety and risk as well as for economic impacts.

Measures could include:

- setting speed and routing restrictions for certain sizes and classes of ships
- requiring additional pilots
- using escort tugs
- creating areas commercial that deep-sea vessels must avoid, and other restrictions near ecologically or culturally sensitive sites

Measures may be voluntary or regulatory, but with a strong focus on education and knowledge exchange. We will encourage the use of voluntary measures over regulatory ones. Researchers have examined similar forums to address vessel traffic issues, and have noted that voluntary measures allow for rapid readjustment and adaptation in response to monitoring and evaluation. In addition, voluntary measures provide an opportunity for compliance through cooperation and understanding rather than through enforcement.

Voluntary measures are established by developing guidelines in collaboration with industry and would be supported with a targeted program of education and communication. Because the marine industry has a solid track record of respecting voluntary guidelines, compliance would likely be high.

Through the PVM process, participants may also identify opportunities to amend existing regulations or to propose new ones. Other federal departments, such as Fisheries and Oceans Canada and Environment and Climate Change Canada, administer legislation and regulations in the marine environment that may also apply.

Step 6. Decision-making

Once participants review all options and identify the potential measures, they will need to determine which one(s) is/are most suitable to address the vessel traffic issue at hand. Although the framework will guide decisions, participants will make decisions in the spirit of reaching consensus.

Step 7. Implementation

This is the step where it is time to try out the measure to see if it works. The framework will provide guidance on:

- how to implement the measure
- delegate roles and responsibilities based on specific areas expertise to ensure successful implementation

Step 8. Monitoring

Participants will need to regularly monitor the measure to ensure that its implementation is working. The framework will provide the parameters for monitoring the measure, including how data is collected, so that participants can get timely and relevant information. They will need to monitor in a systematic way to make ongoing adjustments.

Step 9. Evaluation and adaptation

Participants will need to evaluate over the short and long term to inform any corrective actions that are required. Information on evaluation and adaptation will contribute to the evidence base for further policy development and provide justification for ongoing implementation.

Discussion question 4

Do you agree with the steps identified for a PVM approach? Is there anything missing that should be added?

Next steps

Between now and 2019, we will:

- put the PVM initiative into practice by carrying out two pilot projects with Indigenous and coastal communities in the Arctic and British Columbia
- establish a forum to support the pilots where participants are engaged and come together to address any area-specific vessel traffic issues related to their impacted waterway
 - Any issues to be addressed will:
 - be determined by the forum's membership
 - reflect community priorities that are informed by traditional knowledge, scientific and technical information, and navigation safety

Conclusion

The intent of the Proactive Vessel Management initiative is to establish a proactive and collaborative process to identify issues and potential measures to:

- improve marine safety
- improve environmental protection
- reduce conflicts between waterway users

This will require the sustained collaboration of Indigenous and coastal communities, other levels of government, industry, pilotage and port authorities and non-governmental organizations. The information gathered from this initiative will help us understand what is required to develop policy and regulations that support collaborative decision-making and are adaptable to the changing needs of Indigenous and coastal communities.

British Columbia News

New infrastructure investments will build stronger communities

<https://news.gov.bc.ca/18002>

Wednesday, September 12, 2018 2:30 PM

Victoria - The federal and provincial governments are working together to deliver everything from new recreation centres to better internet, with two new infrastructure programs that will build up communities in every part of British Columbia.

The newly launched programs – the Community, Culture and Recreation fund, and the Rural and Northern Communities fund – are part of the Investing in Canada Infrastructure Program.

“Communities have been waiting too long for help building the arenas, community centres, and transit and energy infrastructure that people want and need,” said Selina Robinson, B.C.'s Minister of Municipal Affairs and Housing. “Together with the federal government, we are investing in infrastructure that will build up communities, strengthen local economies and create opportunities for people in every part of the province.”

The Community, Culture and Recreation program will provide access to funding for projects that upgrade and build sports facilities, trails, local community centres and spaces for arts and culture. It will also support health and educational facilities that uphold the Truth and Reconciliation Commission's Calls to Action.

The Rural and Northern Communities fund will ensure the unique needs of British Columbia's small, rural and remote communities with populations under 25,000 are met. The fund will support communities' wide range of infrastructure priorities, including broadband connectivity, efficient and reliable energy, Indigenous health and educational facilities, local public transit and reliable road, air or marine infrastructure, as well as improved resilience to natural disasters and environmental quality. For communities of 5,000 people or less, combined provincial and federal funding will cover up to 100% for eligible projects.

“The Government of Canada is pleased to see another part of this important funding agreement being put into action across B.C.,” said François-Philippe Champagne, federal Minister of Infrastructure and Communities. “Together with the Province, we are investing in infrastructure to strengthen local economies, improve public health and safety, and create greener, more socially inclusive communities where everyone has the chance to succeed.”

The Province is partnering with the federal government to invest up to \$95 million toward an initial intake under the Rural and Northern Communities Program and more than \$134 million toward an initial intake under the Community, Culture and Recreation Program.

“Investing in local infrastructure gives people better access to the services they need and helps build thriving communities,” said Claire Trevena, B.C.'s Minister of Transportation and Infrastructure. “With access to this new funding, people across B.C. and in northern and rural communities can stay connected and provide the important services people rely on to make life even better.”

The Investing in Canada Infrastructure Program will inject \$3.9 billion into projects throughout B.C. over the next 10 years. In addition to these two funds, the program offers two other funding streams:

- Green Infrastructure
- Public Transportation Stream

“The programs announced today provide a further step towards closing the infrastructure gap in B.C.'s communities,” said Wendy Booth, Union of B.C. Municipalities president. “Both funds will contribute to the renewal and expansion of the services provided by local governments. I am very appreciative of the continuing investments by the federal and provincial governments in community infrastructure.”

Beginning Sept. 12, 2018, local governments and Indigenous communities, as well as eligible for-profit and not-for-profit organizations, are encouraged to submit applications for these programs through the Investing in Canada Infrastructure Program - B.C. program website: www.gov.bc.ca/Investing-in-Canada-Infrastructure-Program

Approvals are expected to be made public in late 2019.

Quick Facts:

- Through this first intake, the Province will contribute up to \$57 million and \$40.1 million, respectively, to the Community, Culture and Recreation Infrastructure program and the Rural and Northern Communities Infrastructure program.
- Through this first intake, the Government of Canada will contribute up to \$77.7 million and \$54.7 million, respectively, to the Community, Culture and Recreation Infrastructure program and the Rural and Northern Communities Infrastructure program.
- For each project in the Community, Culture and Recreation stream, projects may receive the following funding toward eligible costs:
 - up to 33% provincial funding and up to 40% federal funding for local government projects;
 - up to 15% provincial funding and up to 75% federal funding for Indigenous projects; and
 - up to 25% provincial funding and up to 40% federal funding for not-for-profit projects.
- For each project in the Rural and Northern Communities stream, they may receive:
 - up to 40% provincial funding of eligible costs for local government projects with populations of 25,000 or less. The federal government will contribute up to 60% for communities with populations of 5,000 or less (a combined 100% funding), and up to 50% for communities with populations between 5,001 and 25,000 (a combined 90% funding);
 - up to 25% provincial funding and up to 75% federal funding for Indigenous projects;
 - up to 25% provincial funding and up to 50% federal funding for not-for-profit projects, and
 - up to 15% provincial funding and up to 25% federal funding related to for-profit projects.
- The B.C. government is working to develop additional programs funded through the Investing in Canada Infrastructure Program. As programs are launched, they will be available at: www.gov.bc.ca/Investing-in-Canada-Infrastructure-Program

Media Contacts

Media Relations

Ministry of Municipal Affairs and Housing
250 952-0617

Infrastructure Canada

infrastructure@canada.ca
613 960-9251
Toll free: 1 877 250-7154

Media Assets

- **[ubcm_2018_infrastructure_investments.mp4](#)**
[Download \(2209 MB\)](#) | [Mirror](#) (bcgovnews.azureedge.net)

These assets are subject to the terms of the [News Footage License - British Columbia](#).