



Alberni-Clayoquot Regional District

BOARD OF DIRECTORS MEETING

WEDNESDAY, MAY 28, 2014, 1:30 pm

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

AGENDA

	PAGE #
1. <u>CALL TO ORDER</u>	
Recognition of Traditional Territories.	
2. <u>APPROVAL OF AGENDA</u>	
<i>(motion to approve, including late items requires 2/3 majority vote)</i>	
3. <u>DECLARATIONS</u>	
<i>(conflict of interest or gifts)</i>	
4. <u>ADOPTION OF MINUTES</u>	
a. Board of Directors Meeting – May 14, 2014	8-17
<i>THAT the minutes of the Board of Directors meeting held on May 14, 2014 be adopted.</i>	
b. Alberni Valley Committee Meeting – May 13, 2014	18-21
<i>THAT the minutes of the Alberni Valley Committee meeting held on May 13, 2014 be adopted.</i>	
c. Electoral Area Directors and District of Tofino Committee Meeting – May 14, 2014	22-24
<i>THAT the minutes of the Electoral Area Directors and District of Tofino Committee meeting held on May 14, 2014 be adopted.</i>	
5. <u>PETITIONS, DELEGATIONS & PRESENTATIONS (10 minute maximum)</u>	
a. Myrna Moore, Johann Vanschaik BC Transit, Mr. Phil Atkinson, Diversified Transportation, regarding Custom Transit Ridership.	
b. Mr. Ron Crema regarding Introduction to Pickle Ball.	
6. <u>CORRESPONDENCE FOR ACTION</u>	
a. REQUEST FOR RESOLUTION	25-46

B.C. Federation of Labour, May 8, 2014 regarding resolution requesting that the Provincial Government Ensure Ship Building is done in British Columbia.

THAT the Board of Directors request that the Provincial Government ensure that shipbuilding is done in British Columbia.

7. CORRESPONDENCE FOR INFORMATION

- | | | |
|----|--|--------------|
| a. | MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE | 47 |
| | Signs | |
| b. | VANCOUVER ISLAND REGIONAL LIBRARY | 48 |
| | Acknowledgement of Correspondence | |
| c. | BC TRANSIT | 49-79 |
| | BC Transit Management Performance Survey | |
| d. | BC HEALTHY COMMUNITIES | |
| | May 2014 Newsletter | 80-91 |
| e. | DISTRICT OF PORT HARDY | |
| | Passing of Mayor Parnham | 92 |
| f. | UNION OF BRITISH COLUMBIA MUNICIPALITIES | |
| | Renewed Gas Tax Agreement | 93-95 |
| | Gas Tax Agreement Community Works fund Allocations | 96-98 |

THAT the Board of Directors receives correspondence for information a-f.

8. REQUEST FOR DECISIONS & BYLAWS

- | | | |
|----|--|---------------|
| a. | REQUEST FOR DECISION | 99-101 |
| | AV Regatta Association – Use of AV Airport Parking Lot | |

THAT the Alberni-Clayoquot Regional District Board of Directors authorize the Alberni Valley Regatta Association to use the parking area at the Alberni Valley Airport for overflow parking of vehicles and boat trailers during the AV Regatta Association Event on July 19th and 20th, 2014 at Sproat Lake and authorize the Chairperson and Chief Administrative Officer to enter into a license of use agreement.

- | | | |
|----|--|------------|
| b. | REQUEST FOR DECISION | 102 |
| | Cherry Creek Waterworks District Infrastructure Planning Grant | |

THAT the Alberni-Clayoquot Regional District (ACRD) Board of Directors apply for an Infrastructure Planning Grant on behalf of the Cherry Creek Waterworks District (CCWW) to develop an infrastructure improvement plan.

- | | | |
|----|------------------------------|----------------|
| c. | REQUEST FOR DECISION | 103-108 |
| | Security Issuing Bylaw F1111 | |

- d. Financial Statements – April 2014

THAT the Board of Directors receives the Staff Reports a-d.

10.2 COMMITTEE REPORTS

- a. **2014 Advisory Planning Commission Appointments**

- i. Bamfield

THAT the following individuals be appointed to the Bamfield Advisory Planning Commission for a two year term:

Barry Otterson, Tish MacPhee, Denice Roberge, John Mass

- ii. Long Beach

THAT the following individuals be appointed to the Long Beach Advisory Planning Commission for a two year term:

Don MacKinnon, Vi Mundy

- iii. Beaver Creek

THAT the following individuals be appointed to the Beaver Creek Advisory Planning Commission for a two year term:

Dorothy Brooks, Susan Roth Kevin Clarke

- iv. Cherry Creek

THAT the following individuals be appointed to the Cherry Creek Advisory Planning Commission for a two year term:

Denis Francoeur, Markus Urner, Carrie Smith, Jamie McKinnon, Mike Stini, Barb Deederly

THAT the following individual be appointed to the Cherry Advisory Planning Commission for a one year term:

Leo Van Vliet

- v. Sproat Lake

THAT the following individuals be appointed to the Sproat Lake Advisory Planning Commission for a two year term:

- a. **Long Beach Airport Advisory Committee Meeting**
May 22, 2014 – B. Irving (Verbal)

10.3 MEMBER REPORTS

- a. 9-1-1 Corporation – C. Solda
- b. Vancouver Island Regional Library - P. Cote
- c. Central West Coast Forest Society – T. Bennett
- d. Emergency Planning – J. McNabb/P. Cote/M. Kokura/C. Solda
• 2014 Fire Season Outlook **254-259**
- e. Alberni Valley Chamber of Commerce – C. Solda
- f. Coastal Community Network – T. Bennett/B. Irving/C. Solda
- g. West Island Woodlands Advisory Group – J. Jack/L. Banton
- h. Island Coastal Economic Trust – C. Solda
- i. Air Quality Council, Port Alberni – J. McNabb
- j. West Coast Aquatic Board – T. Bennett
- k. Association of Vancouver Island & Coastal Communities – C. Solda
- l. Beaver Creek Water Advisory Committee – J. McNabb
- m. Other Reports **260-261**
• April 2014 Port Alberni RCMP Detachment Report
• Listening Circle at the Alberni Valley Christian Reform Church –
John Jack (Verbal)

THAT the Board of Directors receives the Member Reports.

11. UNFINISHED BUSINESS

12. LATE BUSINESS

13. QUESTION PERIOD

14. IN CAMERA

Motion to close the meeting to discuss matters relating to

- i. Discussions with municipal offers and employees respecting municipal objectives, measures and progress reports for the purposes of preparing an annual report under section 98 {annual municipal report}*

15. RECOMMENDATIONS TO THE BOARD FROM IN-CAMERA

16. ADJOURN

Next Board of Directors Meeting: Wednesday, June 11, 2014, 1:30 pm, Beaver Creek Community Hall, 8505 Beaver Creek Road, Port Alberni, BC



Alberni-Clayoquot Regional District

MINUTES OF THE BOARD OF DIRECTORS MEETING

HELD ON WEDNESDAY, MAY 14, 2014, 1:30 PM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

DIRECTORS

Cindy Solda, Chairperson, City of Port Alberni

PRESENT:

Penny Cote, Vice-Chair, Electoral Area "D" (Sproat Lake)

Eric Geall, Electoral Area "A" (Bamfield)

Mike Kokura, Electoral Area "B" (Beaufort)

Tony Bennett, Electoral Area "C" (Long Beach)

John McNabb, Electoral Area "E" (Beaver Creek)

Lucas Banton, Electoral Area "F" (Cherry Creek)

Jack McLeman, Councillor, City of Port Alberni

Josie Osborne, Mayor, District of Tofino

Bill Irving, Mayor, District of Ucluelet

Alan McCarthy, Member of Legislature, Yuułu?it?ath Government

Wilfred Cootes, Councillor, Uchucklesaht Tribe Government

REGRETS:

John Jack, Councillor, Huu-ay-aht First Nation

STAFF PRESENT:

Russell Dyson, Chief Administrative Officer

Andy Daniel, Manager of Environmental Services

Teri Fong, Manager of Finance

Wendy Thomson, Manager of Administrative Services

1. CALL TO ORDER

The Chairperson called the meeting to order at 1:30 pm.

The Chair recognized the meeting this afternoon is being held in the Tseshaht First Nation and the Hupacasath First Nation Traditional Territories.

2. APPROVAL OF AGENDA

MOVED: Director Kokura

SECONDED: Director Bennett

THAT the agenda be approved as circulated with the addition of the following late items: Request for Decision – AV Landfill Operations Contract, Economic Development Workshop and UBCM Resolution.

CARRIED

3. DECLARATIONS

4. ADOPTION OF MINUTES

a. Board of Directors Meeting – April 23, 2014

MOVED: Director McNabb

SECONDED: Director McLeman

THAT the minutes of the Board of Directors meeting held on April 23, 2014 be adopted.

CARRIED

5. PETITIONS, DELEGATIONS & PRESENTATIONS

a. Presentation – Mr. Chris Duncan, Recognition of Years of Service on the Sproat Lake Volunteer Fire Department

The Chairperson recognized Mr. Chris Duncan for serving on the Sproat Lake Volunteer Fire Department for over 35 years. He was presented a plaque from the Officer of the Fire Commissioner in recognition of his service.

b. Ms. Carey Mclver, Carey Mclver and Associates regarding Solid Waste Management Plan Review

The Chief Administrative Officer introduced Ms. Carey Mclver, Carey Mclver and Associates. Ms. Mclver has been retained by the Regional District to conduct the Solid Waste Management Plan Review. Ms. Mclver conducted a power point presentation on the ACRD's Solid Waste Management Plan review process and implementation schedule.

c. Mr. Bill Thomson regarding Update on Agricultural Development Committee

Mr. Thomson, Chair of the Agricultural Development Committee provided an update on the Agricultural Farm Plan. He asked Directors *"How do you get people to realize that food is the most important component of their life?"* He stressed the need for communities to support local food.

6. CORRESPONDENCE FOR ACTION

a. SERVICE PLAN DEVELOPMENT – MEMORANDUM OF UNDERSTANDING BC Transit, April 18, 2014 regarding a Memorandum of Understanding on the Expansion of Conventional Transit Services to Include Statutory Holiday Service.

MOVED: Director Kokura

SECONDED: Director McNabb

THAT the Board of Directors agrees to the scope of the service plan noted in this agreement and requests BC Transit to proceed with undertaking this initiative within the noted timeline.

CARRIED

8. CORRESPONDENCE FOR INFORMATION

- a. **VILLAGE OF MIDWAY**
Urgent Need to Prevent Invasive Mussels from Entering BC
- b. **SCOTT FRASER, MLA, TO ISLAND TIMBERLANDS**
McLaughlin Ridge
- c. **AUDITOR GENERAL FOR BC**
Release of the First Performance Audit Report and Perspectives Series Report
- d. **MORGAN KENNAH, ISLAND TIMBERLANDS**
Spraying of Herbicides in the Sproat Lake Area
- e. **VANCOUVER ISLAND NORTH INFILM FILM COMMISSION**
Thank you for Grant-In-Aid
- f. **ISLAND COASTAL ECONOMIC TRUST**
Knowledge and Innovation Essential for Economic Development
- g. **UNION OF BRITISH COLUMBIA MUNICIPALITIES**
Completion of 2013/14 (Spring) Community to Community Forum

MOVED: Director Kokura

SECONDED: Director McNabb

THAT the Board of Directors receive correspondence for information a-g.

CARRIED

MOVED: Director Cote

SECONDED: Director McNabb

THAT the Alberni-Clayoquot Regional District Board of Directors invite a representative of Island Timberlands to make a presentation to the Alberni Valley Committee regarding the use of herbicides within our watersheds.

CARRIED

9. REQUEST FOR DECISIONS & BYLAWS

- a. **REQUEST FOR DECISION**
Garbage & Recycling Bylaw Amendments

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the Board of Directors give first reading to the bylaw cited as "R1021-4, Garbage and Recyclable Materials Collection Amendment, 2014."

CARRIED

*MOVED: Director Kokura
SECONDED: Director Bennett*

THAT the Board of Directors give second reading to the bylaw cited as "R1021-4, Garbage and Recyclable Materials Collection Amendment, 2014."

CARRIED

*MOVED: Director Bennett
SECONDED: Director Kokura*

THAT the Board of Directors give third reading to the bylaw cited as "R1021-4, Garbage and Recyclable Materials Collection Amendment, 2014."

CARRIED

*MOVED: Director Kokura
SECONDED: Director McNabb*

THAT the Board of Directors adopt the bylaw cited as "R1021-4, Garbage and Recyclable Materials Collection Amendment, 2014."

CARRIED

b. REQUEST FOR DECISION

Appointment to Board Remuneration Review Committee

*MOVED: Director Irving
SECONDED: Director Bennett*

THAT the Alberni-Clayoquot Regional District Board of Directors appoint the following individuals to the 2014 Board Remuneration Review Committee: Bob Kangiesser, Ken McRae and Eric Russcher.

DEFEATED

*MOVED: Director Irving
SECONDED: Director Bennett*

THAT the Alberni-Clayoquot Regional District Board of Directors appoint the following individuals to the 2014 Board Remuneration Review Committee: Bob Kangiesser, Ken McRae and Stefan Ochman.

CARRIED

c. REQUEST FOR DECISION

Custom Transit Term Extension

MOVED: Director McNabb
SECONDED: Director McLeman

THAT the Board of Directors support BC Transit's request to grant a two year contract extension to Diversified Transportation Ltd. for custom transit services in the Alberni Valley.

CARRIED

d. REQUEST FOR DECISION
Foreshore Acquisition for Faber Park

MOVED: Director Cote
SECONDED: Director Irving

THAT the Board of Directors of the ACRD authorize the CAO and Chairperson to sign the attached lease for a portion of the foreshore fronting Faber Park, from the current owners Couverdon acting on behalf of Timberwest.

CARRIED

e. REQUEST FOR DECISION
SWMP Review and Implementation Process

MOVED: Director Irving
SECONDED: Director Geall

THAT the Board of Directors of the Alberni-Clayoquot Regional District approve the process to review the 2007 ACRD Solid Waste Management Plan and implement outstanding Plan components including the establishment of an updated Plan Monitoring and Advisory Committee (PMAC).

CARRIED

f. REQUEST FOR DECISION
Earthquake Preparedness Consultation Meetings

MOVED: Director McNabb
SECONDED: Director McLeman

THAT the Alberni-Clayoquot Regional District Board of Directors appoints the Chairperson and Director Cote to participate in the Earthquake Preparedness Consultation session on July 8, 2014 and approve the invitation list and letter as presented.

CARRIED

g. REQUEST FOR DECISION
Finance Warrant No. 540

MOVED: Director Bennett
SECONDED: Director Kokura

THAT the Board of Directors approves Finance Warrant Number 540 in the amount of \$938,536.24 dated April 30, 2014.

CARRIED

h. Late Item – Alberni Valley Landfill Operations Contract RFP

MOVED: Director McNabb
SECONDED: Director McLeman

THAT the Alberni-Clayoquot Regional District Board of Directors approve the Alberni Valley Landfill Operations Contract Request for Proposals and direct staff to advertise the RFP opportunity, as recommended by the Alberni Valley Committee.

CARRIED

9. PLANNING MATTERS

a. DPC13001, CANADIAN SKYLINE HOTELS LTD, BLOCK B OF LOT 483
Development Permit Application – Memorandum and Permit

MOVED: Director Bennett
SECONDED: Director Banton

THAT the Board of Directors receive the staff report and the Board of Directors pass a resolution to amend development permit DPC13001.

CARRIED

b. SF13011, LPV LAND DEVELOPMENT INC, 5950 STRATHCONA STREET
Cash in Lieu of Parkland Request – Request for Decision

MOVED: Director Banton
SECONDED: Director Bennett

THAT the Board of Directors pass a resolution that cash in lieu of parkland be provided by the owner of LOT 2, DISTRICT LOT 146, ALBERNI DISTRICT, PLAN 11340 to meet the requirements of Section 941 of the Local Government Act.

CARRIED

c. UCHUCKLESAHT TRIBE FORESHORE AGREEMENT
Memorandum

MOVED: Director Cootes
SECONDED: Director Bennett

THAT the Board of Directors provide support to the Uchucklesaht Tribe for the document titled "Application of Laws to Foreshore Act".

CARRIED

d. WEST COAST VANCOUVER ISLAND (WCVI) MARINE PLANNING
Memorandum

MOVED: Director Bennett
SECONDED: Director Kokura

THAT the Board of Directors support the Terms of Reference for the WCVI Marine Planning and agree in principle to the draft Marine Planning recommendations and tool.

CARRIED

10.1 STAFF REPORTS

- a. CAO Report – May 8, 2014**
- b. Planning and Development Report - May 7, 2014**
- c. Financial Manager Report – May 2, 2014**
- d. Beaver Creek Community Club Update – May 5, 2014**
- e. Staff Action Items Report – May 9, 2014**

MOVED: Director Kokura
SECONDED: Director McNabb

THAT the Board of Directors receives the Staff Reports a-e.

CARRIED

10.2 COMMITTEE REPORTS

- a. Alberni Valley Committee – May 13, 2014 (Cindy Solda) - Verbal**

The Chairperson reported on the Alberni Valley Committee meeting held yesterday afternoon. The Committee considered a request from the Alberni Valley Chamber of Commerce for financial support to refurbish the old focal point sign. The Committee has invited representatives of the Chamber to meet with the AV Committee to discuss their proposal.

MOVED: Director McNabb
SECONDED: Director McLeman

THAT the verbal update on the May 13, 2014 Alberni Valley Committee meeting be received.

CARRIED

**b. Electoral Area Directors & Tofino Committee – May 14, 2014
(Penny Cote) – Verbal**

Director Cote reported on the Electoral Area Directors meeting held earlier today. There was a good discussion regarding amendments to Bylaw P1321 – Medical Marihuana Facilities.

MOVED: Director Cote

SECONDED: Director Kokura

THAT the verbal report on the May 14, 2014 Electoral Area Directors and Tofino Committee meeting be received.

CARRIED

10.3 OTHER REPORTS

**a. Listening Circle at the Alberni Valley Christian Reform Church
(Cindy Solda) – Verbal**

The Chairperson reported on attendance at the Alberni Valley Christian Reform Church Listening Circle session she attended on April 24th.

MOVED: Director Kokura

SECONDED: Director McLeman

THAT this verbal report be received.

CARRIED

b. Other Reports

Directors Lucas and Bennett reported on their attendance at an Economic Development workshop put on by the BC Economic Development Association on May 8th in Port Alberni.

MOVED: Director Irving

SECONDED: Director Banton

THAT Directors Bennett and Banton be remunerated for attending the Economic Development Essentials for Local Government Workshop held in Port Alberni on May 8th.

CARRIED

Director McLeman invited Directors to attend the Community Forest AGM on May 29th at the Echo Field House. There will be an update on what is happening with the Community Forest. Director McLeman reported that Port Alberni City Council passed a motion to form a committee to investigate options for use of the profits from the Community Forest. The Committee will look at options benefiting the entire Alberni Valley. The Committee will be made up of two City of Port Alberni reps, 2 ACRD reps, 2 Community Forest reps and one member at large from the Alberni Valley. A letter is forthcoming to the ACRD.

MOVED: Director McLeman

SECONDED: Director Kokura

THAT this verbal report be received.

CARRIED

MOVED: Director Irving

SECONDED: Director McLeman

THAT staff be requested to report back to the Board with options on holding an Economic Development session in the region.

CARRIED

11. LATE BUSINESS

a. Late Business

MOVED: Director Cote

SECONDED: Director McLeman

THAT the following be allowed for consideration as a late item: sending a letter of support for Area G Trollers.

CARRIED

MOVED: Director Cote

SECONDED: Director McNabb

THAT the Alberni-Clayoquot Regional District Board of Directors forward a letter to Sue Farlinger, Regional Director, Fisheries and Oceans Canada requesting that Area G Trollers be given special consideration and access to the Fraser River sockeye run.

CARRIED

MOVED: Director Banton

SECONDED: Director McNabb

THAT Regional District staff contact UBCM requesting an update on a resolution passed at the 2007 Convention regarding Fire Underwriters standards for the life of fire trucks.

CARRIED

12. QUESTION PERIOD

13. IN-CAMERA

MOVED: Director McLeman

SECONDED: Director Kokura

THAT the meeting be closed to the public to discuss matters relating to:

- i. Labour or other employee relations;*
- ii. Law enforcement, disclosure of which the Board considers could be harmful to the conduct of an investigation under or enforcement of an enactment;*
- iii. Information that is prohibited from disclosure under Section 21 of the Freedom of Information and Privacy Act.*

CARRIED

The meeting was closed to the public at 4:21 pm.

The meeting was re-opened to the public at 4:51 pm.

15. RECOMMENDATIONS TO THE BOARD FROM IN-CAMERA

16. ADJOURN

MOVED: Director Kokura

SECONDED: Director McNabb

THAT this meeting be adjourned at 4:51 pm.

CARRIED

Certified Correct:

Cindy N. Solda,
Chairperson

Russell Dyson,
Chief Administrative Officer



Alberni-Clayoquot Regional District

MINUTES OF THE ALBERNI VALLEY COMMITTEE MEETING HELD ON TUESDAY, MAY 13, 2014, 1:30 PM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

DIRECTORS

Cindy Solda, Chair, City of Port Alberni

PRESENT:

Mike Kokura, Electoral Area "B" (Beaufort)
Penny Cote, Electoral Area "D" (Sproat Lake)
John McNabb, Electoral Area "E" (Beaver Creek)
Lindsay Rodgers, Alternate Director, Electoral Area "F" (Cherry Creek)
Jack McLeman, Councillor, City of Port Alberni
John Jack, Councillor, Huu-ay-aht First Nation

REGRETS:

Wilfred Cootes, Councillor, Uchucklesaht Tribe Government

STAFF PRESENT:

Russell Dyson, Chief Administrative Officer
Andy Daniel, Manager of Environmental Services
Teri Fong, Manager of Finance
Wendy Thomson, Manager of Administrative Services
Mark Fortune, Airport Superintendent

1. CALL TO ORDER

The Chairperson called the meeting to order at 1:30 pm.

The Chairperson recognized the meeting this afternoon is being held in the Tseshaht First Nation and the Hupacasath First Nation Traditional Territories.

2. APPROVAL OF AGENDA

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the agenda be approved as circulated with the addition of the following late items: Alberni Valley Bulldogs submission, Update on Alberni Valley Airport and JetPro GPS/WAAS Proposal and Update on 3rd Avenue Recycling Building.

CARRIED

3. ADOPTION OF MINUTES

a. **Alberni Valley & Bamfield Committee Meeting - February 11, 2014.**

MOVED: Director Kokura

SECONDED: Director McNabb

THAT the minutes of the Alberni Valley & Bamfield Committee Meeting held on February 11, 2014 be adopted.

CARRIED

4. PETITIONS, DELEGATIONS & PRESENTATIONS

- a. **Ron Paulson, Darren Deluca, Stefanie Weber, Adam Hayduk, Alberni Valley Bulldogs Junior Society, regarding request for financial support.**

Ron Paulson provided a brief history of the Alberni Valley Bulldogs and the Port Alberni Junior Hockey Society. The Society has approached Port Alberni City Council with a request for financial assistance. The Society is seeking advice and guidance from the Alberni Valley Committee on ways of creating a meaningful relationship with the Regional District and the AV Bulldogs up to and not exceeding the value of \$25,000.00. The Society discussed possible options whereby the team could provide an equivalent or greater value in community capacity for important services within the region. Mr. Paulson expressed the need for community support in order to keep the AV Bulldogs in the community. Mr. Hayduk provided an overview of the social and economic benefits the AV Bulldogs provides to the community. They are involved in various activities and events including "Raise a Reader" and the schools program.

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the Alberni Valley Committee direct staff and two Alberni Valley Directors to meet with representatives of the AV Bulldogs Junior Hockey Society to investigate options and develop a plan to support the AV Bulldogs and the AV Recycling Program.

CARRIED

The Chief Administrative Officer introduced two of the four students who will be working for the 2014 Sproat Lake Marine Patrol Program, Courtenay McKay and Shayla Frechette.

5. CORRESPONDENCE FOR ACTION/INFORMATION

- a. **REQUEST FOR FINANCIAL SUPPORT**
Alberni Valley Chamber of Commerce, May 6, 2014 regarding request for Financial Support for refurbishing of the 'old' Focal Point Sign.

MOVED: Director Kokura

SECONDED: Director McNabb

THAT the Alberni Valley Committee invite representatives of the AV Chamber of Commerce to the next Alberni Valley Committee meeting to provide an overview of their plans to refurbish the old focal point sign.

CARRIED

b. **PERMISSION REQUEST**

Alberni Valley Regatta Association, April 14, 2014 regarding permission to use the parking area at the Alberni Valley Regional Airport as overflow parking for the Regatta Revival event on July 19 and 20, 2014.

MOVED: Director McNabb

SECONDED: Director Cote

THAT the Alberni Valley Committee recommend to the Alberni-Clayoquot Regional District Board of Directors that permission be granted to the Alberni Valley Regatta Association for use of the parking area at the Alberni Valley Regional Airport for vehicle and boat trailer overflow parking on July 19th and 20th for the Regatta Revival event.

CARRIED

c. **REQUEST FOR REFERENDUM QUESTIONS**

Ellen Chambers, March 2, 2014, regarding request for referendum questions. (referred from March 12, 2014 Board of Directors Meeting)

MOVED: Director McLeman

SECONDED: Director Cote

THAT the correspondence from Ellen Chambers be received.

CARRIED

d. **Report on the 3rd Avenue Recycling Building – Late Item**

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the report on the 3rd Avenue Recycling building be received.

CARRIED

6. REQUEST FOR DECISIONS & BYLAWS

a. **REQUEST FOR DECISION**

AVLF Operations Contract RFP

MOVED: Director McNabb

SECONDED: Director McLeman

THAT the Alberni Valley Committee recommend that the Board of Directors approve the Alberni Valley Landfill Operations Contract Request For Proposals (RFP) and direct staff to advertise the RFP opportunity.

CARRIED

7. REPORTS

a. Update on GPS – Alberni Valley Airport – Mark Fortune

The Airport Superintendent provided an update on the proposed GPS/WAAS system for the Alberni Valley Airport. He also provided an overview of the proposal received by Jetpro for the GPS/WASS system at the AV Airport.

*MOVED: Director Kokura
SECONDED: Director McNabb*

THAT the Alberni Valley Committee authorize staff to proceed with the Alberni Valley Airport obstacle assessment and precision runway survey and develop a plan to respond to the assessment and invite Coulson’s Group to the next Alberni Valley Committee meeting to discuss the proposed runway extension.

CARRIED

10. QUESTION PERIOD

11. ADJOURN

*MOVED: Director Kokura
SECONDED: Director McNabb*

THAT this meeting be adjourned 2:43 pm.

CARRIED

Certified Correct:

Cindy N. Solda,
Chairperson

Russell Dyson,
Chief Administrative Officer



Alberni-Clayoquot Regional District

MINUTES OF THE ELECTORAL AREA DIRECTORS & TOFINO COMMITTEE

MEETING HELD ON MAY 14, 2014, 10:30 AM

Regional District Board Room, 3008 Fifth Avenue, Port Alberni, BC

DIRECTORS Penny Cote, Chair, Electoral Area "D" (Sproat Lake)

PRESENT: Eric Geall, Electoral Area "A" (Bamfield)
Mike Kokura, Electoral Area "B" (Beaufort)
Tony Bennett, Electoral Area "C" (Long Beach)
John McNabb, Electoral Area "E" (Beaver Creek)
Lucas Banton, Electoral Area "F" (Cherry Creek)
Josie Osborne, Mayor, District of Tofino

STAFF PRESENT: Mike Irg, Manager of Planning and Development
Wendy Thomson, Manager of Administrative Services
Alex Dyer, Planner

1. CALL TO ORDER

The Chairperson called the meeting to order at 10:30 am.

The Chairperson recognized the meeting this afternoon is being held in the Tseshaht First Nation and the Hupacasath First Nation Traditional Territories.

2. APPROVAL OF AGENDA

MOVED: Director McNabb

SECONDED: Director Kokura

THAT the agenda be approved as circulated.

CARRIED

3. ADOPTION OF MINUTES

a. **Electoral Area Directors Meeting – February 11, 2014.**

MOVED: Director Kokura

SECONDED: Director Geall

THAT the minutes of the Electoral Area Directors Meeting held on February 11, 2014 be adopted.

CARRIED

4. PETITIONS, DELEGATIONS & PRESENTATIONS

5. CORRESPONDENCE FOR ACTION/INFORMATION

6. REQUEST FOR DECISIONS & BYLAWS

- a. **ADMINISTRATIVE MEMORANDUM**
Bylaw P1321 – Medical Marihuana Facilities

Director Bennett entered the meeting at 10:34 am.

The Manager of Planning and Development provided a brief overview and history of the zoning bylaw amendments to define Medical Marihuana Facilities.

MOVED: Director Bennett
SECONDED: Director McNabb

THAT the Electoral Area Directors and Tofino Committee instruct staff to amend Bylaw P1321, Medical Marihuana Facilities removing the Forest Reserve (A4) District and increasing the minimum lot size in the A1, A2, A3 zones to 6 acres.

CARRIED

The Manager of Planning and Development noted that the minimum lot size in the industrial zones remains at 4 acres and the minimum setback remains at 100 feet.

Staff will arrange a public meeting 1 hour prior to the public hearing for Bylaw P1321.

- b. **ADMINISTRATIVE MEMORANDUM**
Parkland Dedication and Cash in Lieu of Parkland

MOVED: Director Bennett
SECONDED: Director Geall

THAT Regional District staff be directed to draft a resolution for consideration at AVICC and UBCM requesting that regulations for use of parkland dedication monies be expanded to include improvement to existing parks.

CARRIED

- c. **ADMINISTRATIVE MEMORANDUM**
Development Variance Permit Procedures

MOVED: Director Geall
SECONDED: Director Bennett

THAT the Electoral Area Directors and District of Tofino Committee receive this memorandum.

CARRIED

7. **REPORTS**
8. **UNFINISHED BUSINESS**
9. **LATE BUSINESS**
10. **QUESTION PERIOD**
11. **ADJOURN**

*MOVED: Director McNabb
SECONDED: Director Kokura*

THAT this meeting be adjourned 11:52 am.

CARRIED

Certified Correct:

Penny Cote,
Chairperson

Russell Dyson,
Chief Administrative Officer



**B.C.
FEDERATION
OF LABOUR
(CLC)**

200 – 5118 Joyce Street
Vancouver, BC V5R 4H1
TEL (604) 430-1421
FAX (604) 430-5917
Website: www.bcfed.ca
E-Mail: bcfed@bcfed.ca

Jim Sinclair
President
Irene Lanzinger
Secretary-Treasurer

May 8, 2014

Cindy Solda
Chairperson
Regional District of Alberni-Clayoquot
3008 Fifth Avenue
Port Alberni BC V9Y 2E3



Dear Ms. Solda:

Re: Commitment to BC Shipbuilding Industry

Institutional procurement is a powerful, and often underutilized, economic development strategy. Over the past three or four years, both the federal government and the BC government have adopted new industrial development strategies aimed at renewal of the BC shipbuilding and repair industry and its skilled workforce.

In a report produced by the Columbia Institute "Made-in-BC Ferries, the economic benefits of local ship procurement", March 2014, economic modeling shows there are significant social and economic benefits of building new ships in BC. In July 2013, BC Ferries announced it will put three new intermediate class ferries into service by 2016/2017. The economic modeling results showed the following direct, indirect and induced impacts of BC shipyard construction of the three ferries:

- A cumulative increase in provincial real gross domestic product (GDP) of \$378.5 million (2013 dollars);
- A \$200 million increase in consumer expenditure;
- An average annual increase in employment of 1,063 workers over three years;
- A \$249.7 million increase in personal disposable income;
- An increase in government tax revenue of \$66 million at the federal level and \$36 million at the provincial level; and
- For every 100 jobs created in the BC shipyard and repair industry, an additional 135 jobs are created in the province.

As well, the renewal of a skilled shipbuilding and repair labour force is also integral to the BC government's new industrial strategy to rebuild a once burgeoning marine manufacturing sector in BC. One action leading to this renewal would be to mandate the percentage of apprenticeships required on major public projects. The LNG Working

Group, for example, recommended that 25 percent of the overall workforce be apprentices on these projects and that government should consider having a minimum number of apprentices on public infrastructure projects. This recommendation was accepted by government.

The federal government has made a commitment to the BC shipbuilding industry. We are asking that the provincial government share the same commitment. Coordination of federal and provincial procurement is essential to bring the full benefits of shipbuilding in British Columbia.

In closing, we ask you to show support by passing a resolution requesting that the provincial government ensure that shipbuilding is done in British Columbia.

Sincerely,

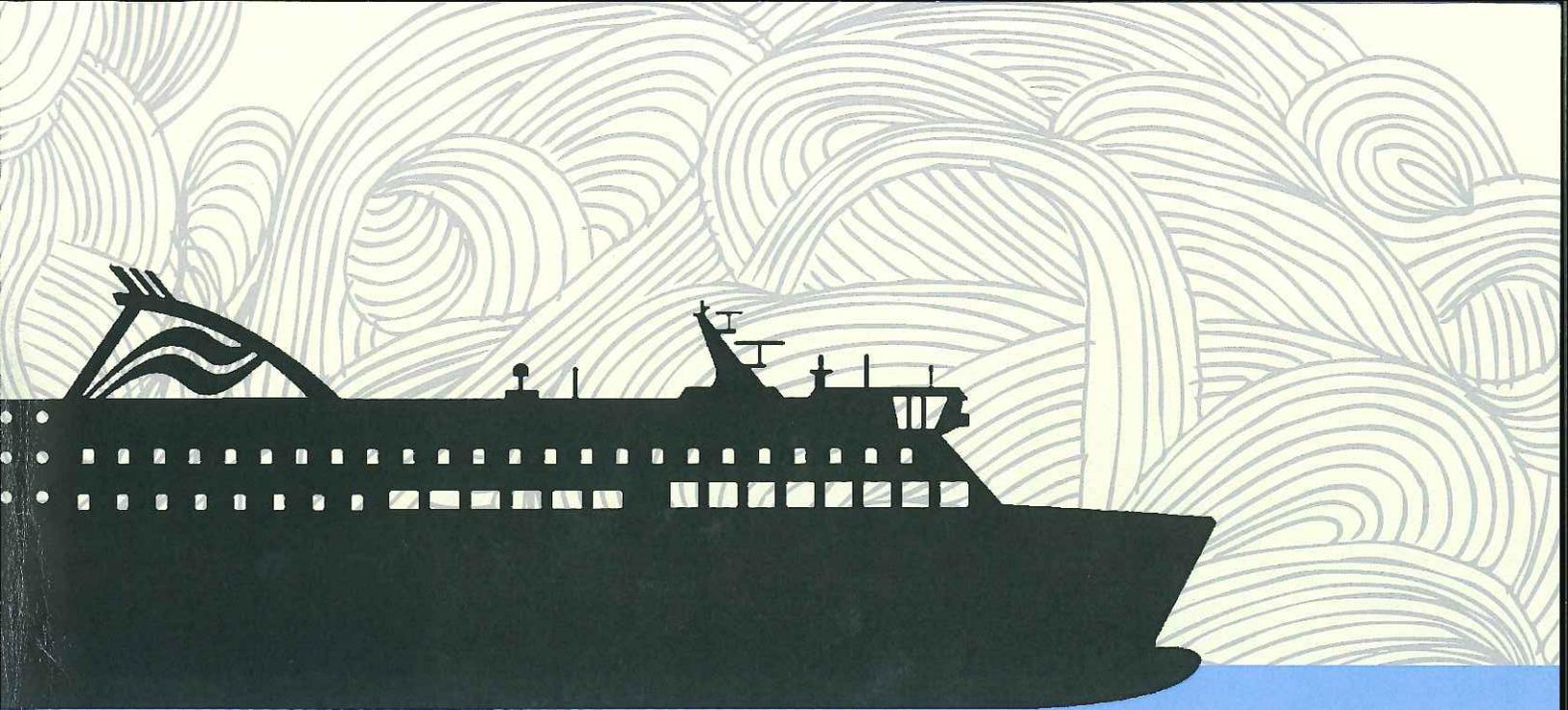


JIM SINCLAIR
President
B.C. Federation of Labour



GEORGE MACPHERSON
President
Shipyard General Workers' Federation of BC

Encl.



MADE-IN-BC FERRIES

THE ECONOMIC BENEFITS OF LOCAL SHIP PROCUREMENT

by Blair Redlin and David Fairey

March 2014


Columbia
INSTITUTE

Introduction

Institutional procurement is a powerful, and often underutilized, economic development strategy that can positively impact “value added” economic sectors. How and where procurement dollars are spent can have important economic effects.¹

Beyond the service sector, British Columbia’s economy relies significantly on natural resources, with 7.5 per cent of provincial GDP and 3.1 per cent of provincial employment in those sectors. BC’s value added sector – primary processing beyond hewing wood and drawing water – represents an additional 4.1 per cent of GDP and 3.6 per cent of employment. While 2012 manufacturing GDP was 7.2 per cent of total GDP and manufacturing employment was 7.7 per cent of total employment, BC Statistics tables show overall manufacturing trending downward 12 per cent since 2007.²

In July 2013, BC Ferries announced it will put three new intermediate class ferries into service by 2016/2017. The corporation is seeking a fixed price design/build contract for the three new ferries and hopes to use liquefied natural gas to fuel the new vessels.³

BC Ferries has an opportunity to contribute to BC’s economic development through its procurement choices. As an institution providing a public service, with public dollars, it can be argued that BC Ferries has an additional responsibility to consider the economic development impact of its procurement spending.

Analysis by Stokes Economic Consulting, using the Centre for Spatial Economics provincial economic model, shows the economic advantage of building these ferries in BC: for every 100 jobs created in a BC shipyard or repair industry,

1 Tony Pringle and Robert Duffy, *Buying Local: Purchasing Tools for Forward Thinking Institutions*, Columbia Institute, 2013.

2 GDP 2012 (BC Stats, BC GDP by NAICS code), Employment 2012 (BC Stats – BC Employment by Industry). Natural resources includes agriculture, forestry, fishing, mining, and oil & gas; primary value added sector includes food manufacturing, beverage and tobacco manufacturing, wood product manufacturing, paper manufacturing, non-metallic mineral product manufacturing, and metal manufacturing.

3 BC Ferries news release, July 23, 2013 (13-018), *BC Ferries Commissioner Approves Major Capital Expenditure for Three Intermediate Class Vessels*, bcferries.com/bcferries/faces/attachments?id=815054





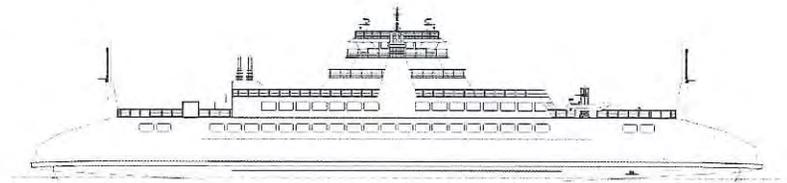
there would be an additional 135 jobs created in the province. The average increase in employment over three years would be 1,063 workers annually. Notably, building the ferries in BC would also increase government tax revenues by \$66 million federally and \$36 million provincially.

One of the first questions that come to many British Columbians on hearing about the new ferries is: “Will they build the new ferries overseas again or will they build them here in BC?” That’s because when BC Ferries last decided to procure new vessels – in 2004 – BC Ferry Services Inc. contracted with Flensburger Schiffbau-Gesellschaft to build three new Coastal class (“Super C”) ferries in Flensburg, Germany rather than at a BC shipyard.

It was a controversial decision. The mayors of North Vancouver, West Vancouver, and the District of North Vancouver issued a joint plea to BC Ferries to consider local shipbuilders for construction of the ferries. According to the mayors of the day, “The North Vancouver shipyards are considerable economic generators within the local communities, contributing in excess of \$1 million in property taxes to the local municipal revenue base. It is calculated that for every \$1 of capital investment there is a genuine economic spin-off of \$3 to the British Columbia economy.”⁴ Some 400 shipyard workers turned up at BC Ferries headquarters in Victoria to protest the loss of jobs. The government MLA for North Vancouver–Seymour Dan Jarvis joined the call for the three ferries to be built in BC. “To me it doesn’t make sense and would be blatantly stupid” he wrote in a July 2004 letter to the North Shore News. “There are no valid reasons to indicate that BC shipyards are not capable.”

OVERVIEW

> For every 100 jobs created in a BC shipyard or repair industry, there would be an additional 135 jobs created in the province.



> The average increase in employment over three years would be 1,063 workers annually.

> Notably, building the ferries in BC would also increase government tax revenue by \$66 million federally and \$36 million provincially.

ILLUSTRATION: CONCEPT DESIGN FROM BC FERRIES (“subject to change under a design/build request for proposal”) FROM BCFERRIES.COM

PHOTOS ABOVE AND OPPOSITE COURTESY BC FERRIES

⁴ Quoted in David Schreck, “More Heat on Offshore Ferry Purchase,” Strategic Thoughts (website), August 4, 2004, <http://www.strategicthoughts.com/record2004/ferrycommission.html>

> Coastal class and northern ferries construction and procurement

As noted above, when BC Ferries last procured new vessels in 2004, it contracted with Flensburger Schiffbau-Gesellschaft to build three new Coastal class (“Super C”) ferries in Germany rather than at a BC shipyard. BC Ferries also contracted with FSG to build the Northern Expedition to replace the Queen of the North and purchased an existing Greek vessel (the M.V. Sonia, now the Northern Adventure) to replace the Queen of Prince Rupert. Five new vessels, none built in BC.

The approved contract price for the three Coastal class ferries was \$325 million, but the overall budget (including project management costs, financing, and taxes) was \$542 million.⁵

When all three Coastal ferries came into service in 2008, the company said they were completed at \$26 million under budget,⁶ but this was partly due to an unanticipated rise in the value of the Canadian dollar versus the euro, to the advantage of BC Ferries. The cost of the construction contract for the Northern Expedition was \$133 million,⁷ with a total budget of \$200 million. The total budget for the Northern Adventure was \$103 million⁸ (\$50.6 million to purchase and \$18 million to retrofit, plus financing and project management costs). In total, BC Ferries spent about a half a billion dollars for construction and purchase contracts and more than \$800 million in total to build and purchase the Coastal and Northern class vessels overseas – amounts which, if spent in BC instead, could have contributed

greatly to job creation and economic development here at home.

In 2006, federal taxpayers also bore public costs associated with non-BC procurement when the Canadian government agreed to waive a 25 per cent federal import duty for the Northern Adventure. This tax break cost the federal government \$13 million.⁹ This decision negated the purpose of the import duty, which is to encourage the construction of ships in Canada rather than abroad.

The federal government compounded this revenue loss in 2010, when it agreed to a total remission of duties on all four ferries that were built offshore. In total, decisions to remit import duties on ships purchased by BC ferries cost federal taxpayers \$119.4 million.¹⁰ It is largely based on this federal expenditure of \$119.4 million that BC Ferries publicized construction of the four ferries as “\$150 million under budget.”¹¹ This history of remitting import duties likely acts as a precedent and further incentive for BC Ferries to build vessels outside of Canada.

- 5 BC Ferries news release, “BC Ferries Board Approves \$325 million in Contracts,” September 17, 2004 (04-07), bcferries.com/news_archive/files/04-071-super_c_vessels.pdf
- 6 BC Ferry Services Inc. and BC Ferry Authority, “2008/09 Annual Reports,” bcferries.com/files/AboutBCF/AR/BCF_Annual_Report_2008-2009.pdf
- 7 BC Ferries news release, “BC Ferries Signs Contract to Build New Northern Vessel,” August 18, 2006 (06-049), bcferries.com/news_archive/files/06-049contracttobuildnewnorthernvessel.pdf
- 8 BC Ferries news release, “BC Ferries Releases Third Quarter Results,” February 27, 2007 (07-018), bcferries.com/news_archive/files/07-018bcferriesreleasesthirdqresults.pdf
- 9 “Ottawa lets BC Ferries off hook for \$13 million,” *Globe and Mail*, June 22, 2007, theglobeandmail.com/news/national/ottawa-lets-bc-ferries-off-hook-for-13-million/article1087696/
- 10 BC Ferries news release, “BC Ferries Granted \$119.4 Million Duty Remission,” October 1, 2010 (10-052), bcferries.com/bcferries/faces/attachments?id=312664
- 11 Between 2005 and 2011, BC Ferries received an additional \$23.7 million in federal funding support for ship construction and repair (including \$6.31 million for the Island Sky) through the Structured Financing Facility of Industry Canada. This program is no longer funded and being wound down. <http://www.ic.gc.ca/eic/site/sim-cmmi.nsf/eng/uv00033.html>



BC's three new Coastal class ferries were built in Germany. In total, BC purchased five new vessels, none built in BC.

ARRIVAL OF THE “SUPER C” COASTAL CELEBRATION IN 2008, PHOTO COURTESY KAM ABBOTT/WIKIMEDIA COMMONS

Economic benefits to British Columbia of ferry construction in BC shipyards

What are the social and economic benefits to British Columbia of ferry construction in BC shipyards? Economic modeling by Stokes Economic Consulting shows they are significant. Consultation with experts in the field of ferry design and construction, coupled with economic analysis of large vessel construction costs in BC shipyards, and calculation of the provincial economic impact of construction of the three new intermediate class vessels, demonstrates the tremendous impact of building these new ships in BC. Building new ferries in BC shipyards would also contribute to the successful implementation of new federal and provincial industrial development strategies for revival of the shipbuilding and repair industry on Canada's West Coast.

Economic modeling for this report involved feeding information obtained from an analysis of ferry construction input costs supplied by industry experts through a provincial multi-sector, dynamic equilibrium economic model supplied by the Centre for Spatial Economics.¹² The results showed the following direct, indirect, and induced impacts of BC shipyard construction of the three ferries:¹³

- A cumulative increase in provincial real gross domestic product (GDP) of \$378.5 million (2013 dollars);
- A \$200 million increase in consumer expenditure;
- An average annual increase in employment of 1,063 workers over three years;
- A \$249.7 million increase in personal disposable income;
- An increase in government tax revenue of \$66 million at the federal level and \$36 million at the provincial level; and
- For every 100 jobs created in the BC shipyard and repair industry, an additional 135 jobs are created in the province.

¹² Modeling is based on the assumptions that: (i) the total value of the three new ferries to be procured by BC Ferries in 2014 is \$260 million; and (ii) that these vessels will be uniformly produced from the start of 2015 to the end of 2017.

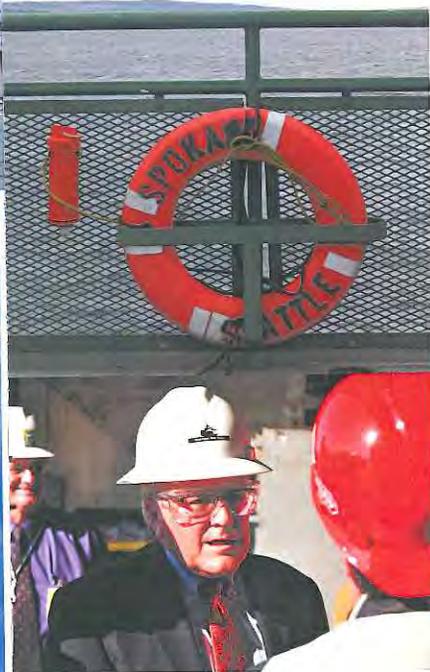
¹³ For more detail, see the appended report of Stokes Economic Consulting, *The Economic Impacts of Ferry Construction at the Vancouver Shipyards*, November 2013.



Building new ferries in BC shipyards would also contribute to the successful implementation of new federal and provincial industrial development strategies for revival of the shipbuilding and repair industry on Canada's West Coast.

PHOTO COURTESY DAVID ALLEN BARKER VIA FLICKR

Washington State ferries



The local economic advantage of building in-house is well understood by our neighbours to the south. PHOTO COURTESY WSDOT

The local economic advantage of building in-house is well understood by our neighbours to the south. It is unusual, both in the Pacific coast region and in Canada as a whole, for BC to export shipbuilding jobs to offshore jurisdictions. Shipbuilding procurement is managed in nearby Washington State (and by the Canadian federal government) in quite a different manner.

Washington State Ferries (the Washington State Department of Transportation Ferries Division) is the largest ferry system in North America, transporting more than 23 million passengers annually.¹⁴ Since 1997, Washington State Ferries has procured eight new vessels and all of them were built in Washington State. This is because of a series of state laws and regulations known as “Build in Washington” that require that all new ferries be built in Washington shipyards.¹⁵ The stated purpose of these laws is to “employ people, help develop a capable workforce, and create a positive economic benefit.”

The “Build in Washington” laws for state ferries are consistent with general practice in the United States since the passage in the 1920s of the so-called Jones Act (formally the *Merchant Marine Act of 1920*), which covers “cabotage” (i.e. coastal shipping) and requires that all goods transported by water between U.S. ports be carried on U.S. flag ships, constructed in the United States, owned by U.S. citizens, and crewed by U.S. citizens and/or U.S. permanent residents.¹⁶ The Jones Act was most recently updated in 2006 and has been supported strongly by U.S. presidents as varied as Ronald Reagan and Barrack Obama. Although criticized by some as protectionist, Jones Act requirements have been a popular cornerstone of U.S. economic and security policy for many decades. It is not going away anytime soon.

¹⁴ Washington State Department of Transportation Ferries Division, *Final Long Range Plan*, June 30, 2009, www.wsdot.wa.gov/NR/rdonlyres/41834A0B-DABC-48FA-9700-DF0298AA65B4/58554/FinalLRPCompleteDocument1.pdf

¹⁵ Brian Sonntag, *Washington State Ferries: Vessel Construction Costs*, State Auditor's Office Performance Audit Report No. 100884, January 3, 2013, page 8, www.sao.wa.gov/auditreports/auditreportfiles/ar100884.pdf. A summary of the laws can be found at page 71 in Appendix D of the report.

¹⁶ For further background on the Jones Act, see the website of the American Maritime Partnership, http://www.americanmaritimepartnership.com/jones_act.html



In January 2013, Washington State Auditor Brian Sonntag released a performance audit¹⁷ that reviewed the cost of ferry construction in Washington and made recommendations for change. The state auditor found that the policy that new ferries must be built in Washington is more costly than permitting new ferries to be built out of state. He was not convinced the employment and economic benefits of requiring in-state construction outweighed the additional costs he identified.

Although critical of local procurement and apprenticeship requirements, the state auditor did an important analysis of the economic benefits of local ferry construction. The results are useful for consideration of the potential economic benefits of building new ferries in BC.

The auditor also examined requirements in the Washington State *Apprenticeship Act* (2007) stipulating that 15 per cent of all work on Department of Transportation public works projects worth more than \$2 million, and other state agency public works projects worth more than \$1 million, must be performed by workers enrolled in state-approved apprenticeship programs. This requirement means that to bid on a Washington State Ferries construction contract a shipyard must have a state approved program in place.

Using the input/output model of the Washington State Office of Financial Management, the state auditor estimated the impact of hypothetically spending \$150 million to build two ferries over the fiscal years of 2013 and 2014. The auditor's report shows that doing so in Washington State would support an average of 322 jobs and \$28 million in wages in the shipbuilding industry over each of the two fiscal years. The report further found that the total economic impact of such spending in all sectors of the state economy would support 1,335 jobs and \$90 million in wages over each of the two fiscal years.¹⁸

The state auditor's criticism of "Build in Washington" and apprenticeship requirements is at least informed by an understanding of what those requirements mean for the state economy. In British Columbia, by contrast, there has been no such public evaluation of the economic implications of building new ships out of province. This Washington State example of how to evaluate policy options and inform public debate offers a "best practice" for British Columbia to consider.

¹⁷ Supra note 15, Washington State Auditor Brian Sonntag.

¹⁸ Supra note 15, Washington State Auditor Brian Sonntag.

Under a series of state laws and regulations known as "Build in Washington," all new ferries built for Washington State's 23 million annual passengers must be built in Washington shipyards.

PHOTO COURTESY WSDOT

Canada's national shipbuilding procurement strategy



Like the U.S. and Washington State governments, the Government of Canada considers in its procurement decisions the economic benefits of shipbuilding and – in particular – supporting Canadian shipyards when Canadian tax dollars are invested in new ships. This is substantively reflected in the National Shipbuilding Procurement Strategy (NSPS) that was first announced in 2010.¹⁹

In brief, the NSPS will direct an investment of more than \$38 billion in federal funds to Canadian shipyards for the construction of new ships required by the Navy and the Coast Guard.

For construction of large ships (valued at \$36.6 billion), the federal government chose two Canadian shipyards in 2011 after an open competition and has designated them as the sources of future supply. Irving Shipbuilding in Halifax will build new combat vessels, including Arctic and offshore patrol ships and surface combatants, while Seaspan Marine Corporation's Vancouver Shipyards will build non-combat vessels, including a polar icebreaker, four science vessels, and two joint support ships.

Smaller ship construction (estimated at \$2 billion) is to be awarded to Canadian shipyards other than Irving Shipbuilding and Vancouver Shipyards, after competitive processes. Further requests for proposals will be sought for an estimated \$500–\$600 million per year for ship repair, maintenance, and refit.

The federal government cites Canadian Association of Defence and Security Industries estimates that the decision to build these ships here in Canada will generate approximately 15,000 jobs and \$2.4 billion in annual economic benefits over the next 30 years.²⁰

¹⁹ Public Works and Government Services Canada, *Backgrounder on the National Shipbuilding Procurement Strategy (NSPS) – Year 2: A Status Update*, November 2013, www.tpsgc-pwgsc.gc.ca/app-acq/sam-mps/ddi-bkgr-10-eng.html

²⁰ CADSI Marine Industries Working Group, *Sovereignty, Security and Prosperity: Government Ships – Designed, Built and Supported by Canadian Industry*, Canadian Association of Defence and Security Industries, May 2009, www.defenceandsecurity.ca/UserFiles/File/pubs/cadsi-mir.pdf





A key part of the NSPS is investment by Irving Shipbuilding and Vancouver Shipyards in significant upgrading of their shipyards, dubbed by the federal government as “the value proposition.” In BC, Seaspan is investing more than \$200 million in modernization of its North Vancouver and Victoria shipyards.²¹ The modernization project will see four new fabrication buildings, a shipbuilding gantry, and a load-out pier in North Vancouver, as well as a new building in Victoria for commissioning and testing of new ships.

Seaspan projects that by 2015 the federal contracts and modernization project together will result in the addition of 1,000 new workers to its 2012 workforce of 2,400 employees.

Given that the federal government has decided to spend such significant public sums on new oceangoing vessels, it makes sense to ensure the economic benefits of that investment accrue to Canadian businesses and workers. The federal procurement program is not only ensuring thousands of new jobs for Canadian shipbuilders, but is spurring shipyards to modernize and upgrade their facilities.

For BC Ferries, the investment by Seaspan in upgraded facilities means that expanded and up to date shipyard facilities are more readily available here in British Columbia if a decision is made to construct new intermediate class ferries here at home.



The federal procurement program is not only ensuring thousands of new jobs for Canadian shipbuilders, but is spurring shipyards to modernize and upgrade their facilities.

PHOTO COURTESY CANADIAN COAST GUARD (TOP) JTCOPLEY VIA FLICKR (BOTTOM)

OPPOSITE PAGE: PHOTOS COURTESY MARKUS BRINKMANN / FLICKR

²¹ Seaspan news release, *Groundbreaking Ceremony Marks Start of \$200 Million Modernization Project*, October 19, 2012, seaspan.com/docs/PressReleases/PRESS%20RELEASE%20-%20Groundbreaking%20Ceremony%20Marks%20Official%20Start%20of%20200M%20Shipyard%20Modernization%20Project.pdf

Industrial and training strategies for BC shipbuilding

The renewal of a skilled shipbuilding and repair labour force is also integral to the BC government's new industrial strategy to rebuild a once burgeoning marine manufacturing sector in BC.

Over the past three or four years, both the federal government and the BC government have adopted new industrial development strategies aimed at renewal of the BC shipbuilding and repair industry and its skilled workforce. Construction of new BC Ferries vessels can be viewed as integral to the successful implementation of those strategies, to ensure both levels of government see returns on the significant public expenditures that are being made.

In June and July of 2011, Premier Christy Clark announced a pledge of \$550,000 for a shipbuilding training program at Camosun College, the potential for \$35 million in new provincial labour tax credits for training in the shipbuilding and repair industry over the 30 year life of federal government contracts for the NSPS, and a \$5 million investment to support the productivity and long term viability of the broader marine sector in BC.

Commenting on the BC government's projected investment of \$40 million in training and tax credits if BC shipyards succeeded in winning one of the federal shipbuilding contracts, then Minister of Jobs, Tourism and Innovation Pat Bell stated the BC government was investing in BC's human capital "...by supporting the creation of marine industry jobs for years to come."²² BC's Shipbuilding and Ship Repair Industry Tax Credit program was formally established in May 2012.²³

At the same time as the 2011 provincial government announcements, BC Ferries promised to spend \$20 million to build BC's ship repair capacity, and then-CEO of BC Ferries David Hahn was quoted as saying: "A strong shipbuilding and repair sector in BC is important for us to receive competitive pricing as we maintain and upgrade our fleet in the future."²⁴

²² BC Ministry of Jobs, Tourism and Innovation news release, "Seaspan Shipbuilding Bid Gets Boost to Land Jobs in BC," July 25, 2011, http://www2.news.gov.bc.ca/news_releases_2009-2013/2011JT10097-000924.htm

²³ BC Business webpage, "Shipbuilding and Ship Repair Industry Tax Credit," <http://www2.gov.bc.ca/gov/topic.page?id=4Fo8637DC34349EFBoEEF54oC6CEEAB9>

²⁴ Supra note 22, Ministry of Jobs, Tourism and Innovation news release.



PHOTO COURTESY PHOTO COURTESY WSDOT

Seaspan announced its \$200 million shipyard modernization project in October 2012. At the time, Seaspan CEO Jonathan Whitworth said that:

When you don't build large, complex vessels in British Columbia for 30 years, a lot of that professional skilled labour has either passed on, retired, or no longer lives here. So for positions like engineers, project managers, naval architects, those jobs are currently unfilled here because we don't have Canadians capable of filling them.²⁵

The renewal of a skilled shipbuilding and repair labour force is also integral to the BC government's new industrial strategy to rebuild a once burgeoning marine manufacturing sector in BC. Following the October 2011 announcement that Seaspan had been awarded one of the two major NSPS contracts – and as part of the BC Jobs Plan – Premier Christy Clark created the BC Shipbuilding and Repair Workforce Table to bring together industry participants to capitalize on the NSPS contracts and several other major anticipated shipbuilding and repair projects in BC. The objective was to ensure that the shipbuilding and repair sector has the right numbers of workers, with the right skills, in the right places, and at the right time to enable expansion and competitiveness of the entire sector.²⁶ It seems likely that the anticipated major shipbuilding and repair projects for which this provincial workforce strategy was designed did include the anticipated construction of new vessels for BC Ferries.

As previously noted, the Washington State Apprenticeship Act (2007) stipulates that 15 percent of all work on Department of Transportation public works projects worth more than \$2 million and other state agency projects worth more than \$1 million, including the construction of ferries for Washington State Ferries, must be performed by workers enrolled in state-approved apprenticeship programs. If legislation of this nature were in place in British Columbia, based on the estimated 453 shipyard jobs per year that construction of the three new ferries would create in BC shipyards, 68 new apprenticeship training positions would be created for this projects.

²⁵ Gordon Hamilton, "Seaspan launches \$200M upgrade at North Vancouver shipyard," *Vancouver Sun*, October 19, 2012, vancouversun.com/Seaspan+launches+200M+upgrade+North+Vancouver+shipyard/7416610/story.html

²⁶ BC Shipbuilding & Repair Workforce Table, *Towards 2020: A BC Shipbuilding & Repair Industry Workforce Strategy*, July 2012, rtobc.com/Assets/RTO+Assets/Towards+2020+BC+SHR+Industry+Workforce+Strategy.pdf

Making ferry construction procurement part of a long term economic strategy

Shipbuilding and metal fabrication jobs are the type of high-quality jobs a resource dependent province like BC could encourage in order to expand and diversify the province's economic base.

BC Ferries has reported that the three new intermediate class vessels, the Coastal class vessels, new Northern vessels, and the Island Sky (a \$45.5 million, Vancouver Shipyards-built intermediate class vessel that began service in February 2009) are all part of a long term "New Build" program for ship replacement.²⁷ In 2011, BC Ferries Vice-President for Fleet Operations and Training Captain Jamie Marshall said that BC Ferries will need to replace 26 vessels over the next 15 years, with predicted expenditures of \$2.5 billion or more for new vessels and terminals.²⁸

Those are big dollar amounts and they represent a lot of potential construction. Such spending could make a very significant difference in building up a value-added manufacturing industry for British Columbia that sustains strong employment growth over decades. Shipbuilding and metal fabrication jobs are the type of high-quality jobs a resource dependent province like BC could encourage in order to expand and diversify the province's economic base.

If BC Ferries decides once again to build the new intermediate class vessels offshore, it is likely to the detriment of that long term vision. Building these vessels overseas may undermine the future ability of BC shipyards to bid on the 23 other vessels that Captain Marshall says will be put into service over the next 15 years, as the opportunity to develop and maintain specialized capacity for ferries may be lost.

As we are seeing with the Seaspan modernization program spurred by the federal contracts, major shipbuilding contracts from public agencies help shipyards to improve their technological and other capacities to prepare for additional opportunities.

As one example of the opportunities that could be lost, BC Ferries has said it hopes to fuel the three new intermediate class vessels with liquefied natural gas (LNG). Making this happen will likely require research and development into the specialized technology necessary to efficiently utilize this new fuel source. Benefits of this technological innovation could be accruing to BC shipyards

²⁷ BC Ferries website, New Build Program, bcferries.com/about/newbuild/newbuildprogram.html

²⁸ BC Ferries presentation to the Baltic and Maritime International Council (BIMCO), *BC Ferries Fleet Renewal Program and Related Environmental Policies: Captain Jamie Marshall*, June 6, 2011, p. 4, www.cosbc.ca/index.php?option=com_docman&task=doc_download&gid=157&Itemid=72

rather than shipyards out of province. This seems especially pertinent, given the emphasis the BC government has placed on LNG development.

A provincial government version of the National Shipbuilding Procurement Strategy would make sense for BC. A first step (commonly used in public sector procurement throughout the United States) could be to stipulate a local procurement preference percentage as part of procurement documents. Such local preference procurement does not mandate that projects must necessarily be procured locally, but does provide extra points and consideration for local bids.²⁹ Shipbuilding is specifically excluded from trade agreement thresholds currently being negotiated by the federal government in Comprehensive Economic Trade Agreement (CETA) discussions.³⁰

As part of such a long term strategy, BC could pace the construction of new vessels in order to support the long term sustainability of the BC shipbuilding industry. One option would be to pursue a more gradual fleet renewal strategy that extends the service life of existing vessels in order to appropriately time new construction when capacity is best available in local shipyards.

The maintenance implications for BC shipyards and related supply chains would all be considerations of an alternative capital strategy for BC Ferries that takes into account the economic implications for the province of ferry procurement decisions. As well, local maintenance, retrofit and repair of vessels are likely to be more effective if vessels are constructed in BC.

However it is done, the BC government and BC Ferries have an opportunity to take active steps to ensure that investments made in ferry construction benefit BC businesses, BC workers, and the provincial economy.

One option would be to pursue a more gradual fleet renewal strategy that extends the service life of existing vessels in order to appropriately time new construction when capacity is best available in local shipyards.

PHOTO COURTESY WSDOT/FLICHR



²⁹ For detail on state and municipal preference policies in the U.S., see *Local Purchasing Preferences*, Institute for Local Self-Reliance, December 1, 2008, <http://www.ilsr.org/rule/local-purchasing-preferences/>

³⁰ Government of Canada, *Technical Summary of Final Negotiated Outcomes, Canada-European Union Comprehensive Economic and Trade Agreement*, October 2013, <http://www.actionplan.gc.ca/sites/default/files/pdfs/ceta-technicalsummary.pdf>

Conclusion

Just as the federal government has done with National Defence and Coast Guard procurement, and just as is done by law in Washington State and across the U.S., the BC government and its entity BC Ferries can ensure British Columbians benefit from the good quality manufacturing jobs that come with the building of new ferries.

This report has shown that decisions about the procurement of three new intermediate class vessels by BC Ferries are vital not only for employment and economic opportunities today, but for the future of the BC shipbuilding industry.

The findings of the Centre for Spatial Economics show that a decision to build the three new ferries in BC would result in an average annual increase of more than 1,000 jobs over the three years of projected construction, a cumulative increase in provincial economic growth of \$378.5 million, nearly \$250 million increased personal disposable earning, and significant reductions in federal and provincial debts. For every 100 jobs created in the shipbuilding and repair industry, an additional 135 jobs will be created in the province.

These are significant benefits in building BC's ferries in BC. The province has identified shipbuilding as an important part of the BC Jobs Plan. Integrating that plan with concrete action on ferry construction offers significant economic development advantages for the province.

The provincial government has a role in relation to the policies and practices of the ferry corporation, and there is nothing in trade agreements stopping BC from including 'local preferences' in shipbuilding contracts. BC Ferries operates based on a binding 60 year service contract with the provincial government. The BC government provides a subsidy to BC Ferries that costs nearly \$200 million per year and holds all the preferred shares of BC Ferries.

Just as the federal government has done with National Defence and Coast Guard procurement, and just as is done by law in Washington State and across the U.S., the BC government and its entity BC Ferries can ensure British Columbians benefit from the good quality manufacturing jobs that come with the building of new ferries.



The Economic Impacts of Ferry Boat Construction at the Vancouver Shipyards

Prepared for the Columbia Institute, November 2013

Introduction

The purpose of this study is to determine the economic impact that would result from British Columbia Ferry Services Inc. constructing three new ferries within British Columbia. The following results were produced using the Centre for Spatial Economics' provincial economic model, Statistics Canada's input/output tables and information provided by research consultants Blair Redlin and David Fairey.

Key Assumptions

- The total value of the ferries is \$260 million, with two 145 vehicle ferries at a cost of \$90 million each and one 125 vehicle ferry at \$80 million
- Production of these vessels will be uniformly distributed from the start of 2015 to the end of 2017
- The BC shipbuilding industry already has the capacity to manufacturing the ferries – i.e. it does not require investment to improve facilities.
 - Although industry sources indicated that shipyard improvement investment would occur in the event of BC shipyards being awarded the contracts, the value was indeterminate at the time. Therefore, the findings of this analysis should be regarded as conservative.
- 30% of materials and supplies will be sourced externally (imported).
 - This percentage is based on consultations with Vancouver based industry experts.
- Given the total labour costs, average annual hours worked and average hourly labour cost, direct employment averages 453 persons per year

Methodology

The approach adopted to estimate the direct economic impact of constructing the three ferries within BC is to conduct two projections of the British Columbia economy and compare the results of these projections. The first projection, called the ‘base case’, is one in which no ferries are constructed. The second projection is the one in which the construction takes place. A comparison of the results of the latter projection against the base case projection for selected key economic indicators provides estimates of the impacts of the project on the provincial economy.

Statistics Canada’s input/output tables were used to calculate the inputs of the C4SE Provincial Economic Model. Specifically, the “ship and boat building” vector from the 2007 detailed input-output table for Canada. The 2007 table was used because the provincial models have 2007 as their base year. The input/output tables allowed us to determine the ship building industry’s demand for other industry goods and services. Using this information, the gross output by industry was calculated and used as inputs in the C4SE provincial model. Imports were calculated and inputted with respect to the 30% material and supplies import share assumption, with all imports occurring in the manufacturing industry. Direct employment was also used as an input and was calculated using total labour costs, average annual hours worked and average hourly labour cost.

Once the inputs were determined, the model was run to calculate the overall impact of constructing the ferries. The “Technical Appendix” section summarizes how the provincial models work and helps explain how these inputs influence the outcome.

Key Findings of Our Study

- The GDP impact of constructing the three ferries in BC from 2015 to 2017 is a total of \$378.5 million*
- The results suggest that for every \$1 spent on the ferries, an additional \$0.50 is created for the economy (production multiplier of 1.5)
- The construction of the ferries will reduce federal government debt by \$66 million and provincial government debt by \$36 million

Table 1: Economic Impacts of Ferry Construction <i>(2013 dollar millions unless otherwise stated)</i>	Average Annual Differences	Cumulative Differences
Real GDP	126.2	378.5*
Consumer Expenditure	66.7	200.0
Residential Investment	35.9	107.8
Business Non-Residential Investment	13.7	41.0
Employment (000's)	1.063	NA
Population (000's)	0.585	NA
Personal Disposable Income	83.2	249.7
Federal Budget Balance (\$Millions)	22.0	66.0
Provincial Budget Balance (\$Millions)	12.0	36.0

* The impacts on GDP are different in Table 1 and 2 because of different measurements – GDP at market prices in Table 1 and GDP at basic prices in Table 2. Market prices are larger because they include indirect taxes and subsidies while basic prices do not.

Table 2: Industry Impacts of Ferry Construction
(GDP at 2013 basic prices)

	Average Annual Differences	Cumulative differences
Total**	115.3	346*
Agriculture	0.3	0.8
Mining & Forestry	2.3	7.0
Manufacturing	44.2	132.6
Utilities	1.9	5.8
Construction	17.6	52.7
Wholesale & Retail Trade	11.8	35.4
Transportation & Warehousing	3.4	10.2
Finance, Insurance, & Real Estate	11.8	35.4
Professional, Scientific, & Management Services	8.7	26.2
Accommodation & Food Services	1.8	5.4
Other Services	5.4	16.2
Education, Health & Government Services	3.7	11.2

- Average annual employment will be higher by 1063 workers over the period. This suggests that for every 100 direct jobs, an additional 135 jobs will be created
- The manufacturing industry experiences the largest impact as it contains the shipbuilding industry and the majority of the material inputs come from other manufacturing industries
- Despite the assumption that the province already has the capability to build the ferries, the construction industry experiences the second largest impact. This is the result of residential investment increases and secondary industries increasing investment as a result of their increased output

Technical Appendix

Stokes Economic Consulting maintains the C4SE multi-sector provincial economic models. The purpose of these models is to produce medium to long-term economic projections and conduct impact studies. The provincial models are specifically designed to incorporate information on major projects such as the construction of ferry boats at the Vancouver Shipyards. To include the projects, assumptions must be set for production output, direct employment and imports. It should be noted that the models are in 2007 base year prices. A base year must be chosen in order to adjust for inflation and determine the “real” growth of the economy.

The provincial models can be characterized as multi-sector (industry) dynamic general equilibrium models. They are KLEM models – capital (K), labour (L), energy (E), and materials (M) are combined to produce gross output in each industry sector. Materials are used in fixed proportion to output while substitution is allowed among capital, labour, and energy. Natural gas and electricity are energy inputs to production. Changes in the relative factor cost of capital, labour and energy bring about the substitution. The production function is Cobb-Douglas for each industry sector.

The main outside forces driving the economy are the influences of the rest of the world and economic policies. These two sets of influences shape the views of local decision makers including

> About the authors and researchers

David Fairey

David Fairey is a labour economics and labour relations consultant with Labour Consulting Services. He has a Master's degree in Labour Economics and Public Finance and 24 years of experience as director of the Trade Union Research Bureau, specializing in labour relations.

Blair Redlin

Public Policy consultant Blair Redlin served as Deputy Minister of Employment and Investment, Deputy Minister of Transportation and Highways, President the BC Transportation and Financing Authority and President of the Transportation Association of Canada while a senior civil servant with the Province of British Columbia. Prior to establishing Redlin Consulting, Blair held an extensive research portfolio with the Canadian Union of Public Employees.

Ernie Stokes

Ernie Stokes is the Managing Partner of the Centre for Spatial Economics, with over 35 years of professional experience as an economist. He is highly regarded in the economics community for his expertise in model building and economic forecasting. During his career he held senior positions at Finance Canada and at the Conference Board of Canada. Prior to forming C4SE he held the position of Chief Economist at WEFA Canada. Ernie earned a PhD in economics from Queen's University at Kingston in 1979.



PHOTO COURTESY MARKUS BRINKMAN/FLICKR

Columbia

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and organizational leadership for
inclusive, sustainable communities.

www.columbiainstitute.ca

1200 – 1166 Alberni Street
Vancouver, BC V6E 3Z3
604.408.2500
info@columbiainstitute.ca

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May 8, 2014

Cindy N. Solda, Chairperson
Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni BC V9Y 2E3

Reference: 225444

Dear Chair Solda:

Re: Signs

Thank you for your letter requesting the ministry reconsider its decision not to implement a billboard permit system for all signs within 300 metres of a controlled access highway. Please accept my apologies for the lateness of this reply.

Although I recognize the Alberni-Clayoquot Regional District feels strongly about this issue, it is not the ministry's practice to address private signs on private land adjacent to our rights-of-way unless a sign presents a safety issue. The ministry is not considering a permitting system for private billboards or other private signs on private land at this time.

If you have further questions about this matter, or if you have concerns about specific signs, please contact Renée Mounteney, the ministry's District Manager for Vancouver Island. She can be reached by telephone at 250 751-3282 or by e-mail at Renee.Mounteney@gov.bc.ca and would be pleased to assist you.

Thank you again for taking the time to write.

Sincerely,

Todd G. Stone
Minister

Copy to: Renée Mounteney, District Manager
Vancouver Island District



Vancouver Island Regional Library

Administration
Box 3333 | 711 Poplar Street
Nanaimo, BC Canada V9S 5L8
t: 250.758.4697 f: 250.758.2482
e: info@virl.bc.ca w: www.virl.bc.ca

May 13, 2014

Alberni-Clayoquot Regional District
3008 Fifth Avenue
Port Alberni, BC V9Y 2E3



Attention: Cindy Solda, Chairperson

Dear Cindy Solda,

Thank you for your letter of May 2, 2014 regarding the Alberni-Clayoquot Regional District's request to the Vancouver Island Regional Library Board of Trustees to review their strategic plan and priorities. Please be advised that your request will be taken under advisement.

Regards,

Bruce Jolliffe, Chair
Vancouver Island Regional Library Board of Trustees

- Cc: Penny Cote, Vice-Chair, ACRD
- Mayor Josie Osborne, District of Tofino
- Mayor John Douglas, City of Port Alberni
- Vancouver Island Regional Library Board of Trustees
- Rosemary Bonanno, Executive Director, Vancouver Island Regional Library
- Adrian Maas, Director of Finance, Vancouver Island Regional Library
- Harold Kamikawaji, Director of Human Resources, Vancouver Island Regional Library

Strong Libraries ■ Strong Communities

May 20, 2014

Dear BC Transit Partner,

BC Transit is committed to strengthening our communications, and partnerships, with local governments and our operating companies. In our continued effort to better understand the issues that are critical to the success of our partnerships, BC Transit contracts with CivicInfo BC to undertake annual partnership surveys.

In February and March 2014 you were asked to participate in CivicInfo BC's fourth annual BC Transit management performance survey. CivicInfo BC has recently completed compiling the survey data, and we have attached the survey results for your information and review.

I would like to express our appreciation for your participation in the survey, and assure you that each participant's comments were received and reviewed by myself and the entire management team. We are pleased that our efforts are showing positive results and we are committed to continuously improving the strength of our partnership. While the BCT Workshop, Train the Trainer, and surveys such as this offer excellent opportunities for the sharing of ideas for continuous improvement, BC Transit welcomes your feedback throughout the year. Your RTM, or any member of the senior leadership, are here to support the exchange of effective communication.

Thank you again for your participation.

Sincerely,



Manuel Achadinha
President & CEO

Attachments:

CivicInfo BC, BC Transit Local Government Staff and CAO Partnership Surveys, 2014
CivicInfo BC, BC Transit Operating Company Partner Survey, 2014



CivicInfo BC

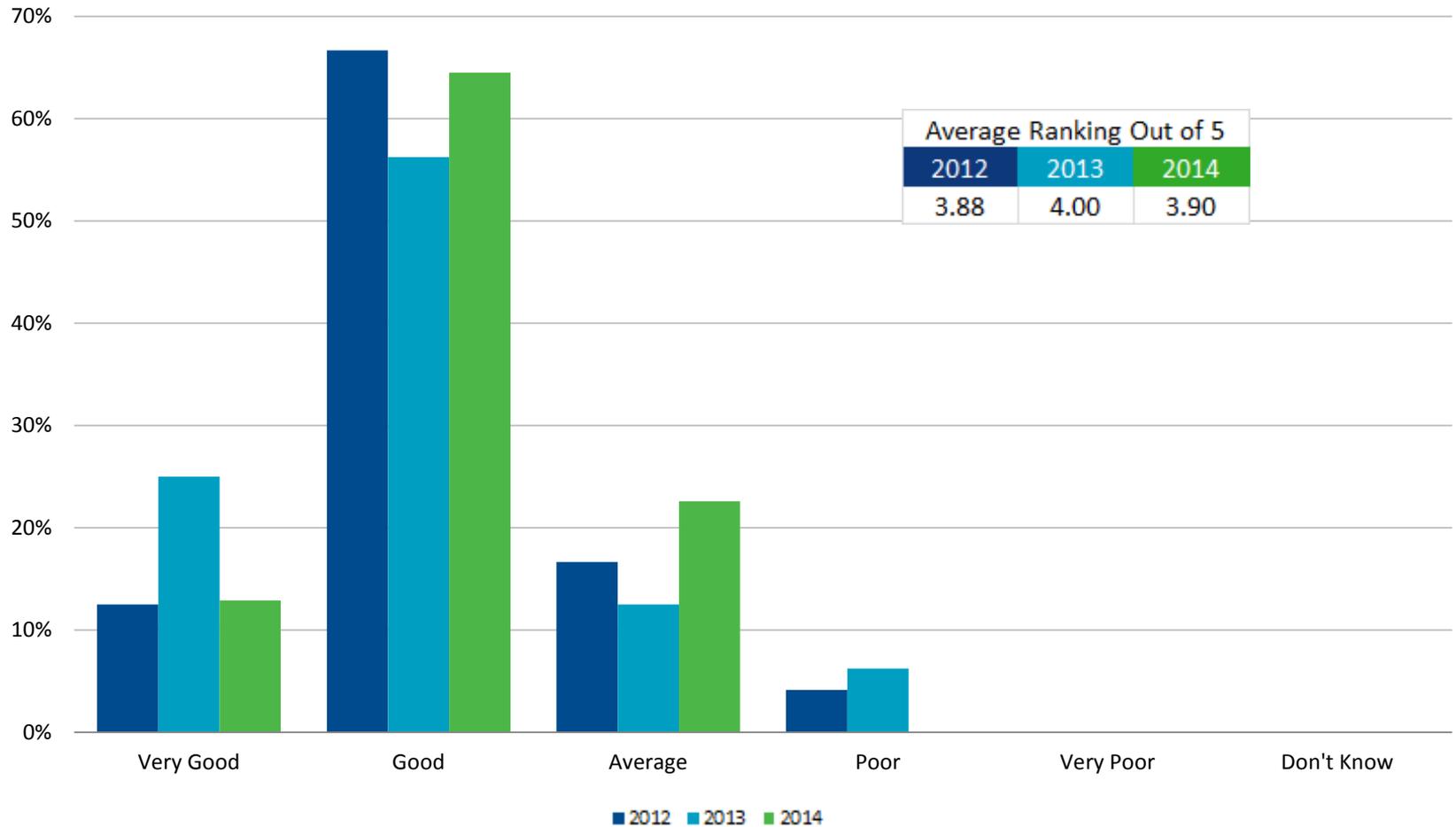
BC Transit Operating Company Partner Survey

Highlights

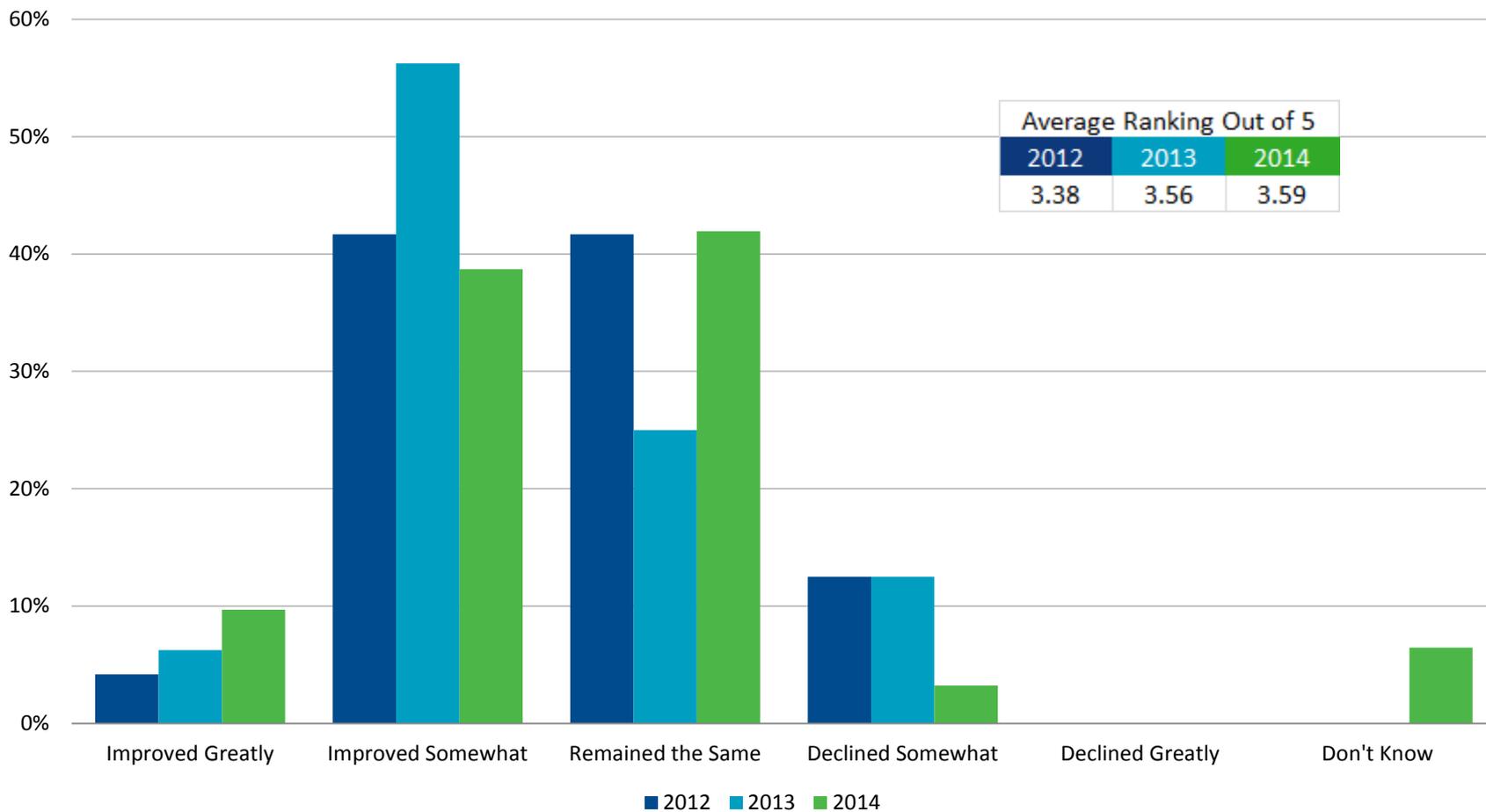
- Rating of the service they received from BC Transit this year:
 - » 15 respondents said the service had improved, last year this number was 10
 - » 24 respondents said the service was good or very good, last year this was 13
- 31 respondents this year, last year 16
 - » Those providing contact info: 77% this year, last year 69%
- 9 out of 14 categories showed improvements over last year
 - » last year this number was 6 out of 14 categories
- Notable category improvements over last year :
 - » Provision of printed customer information
 - » Long range planning support
 - » Safety and training resources
- Categories needing more review:
 - » Coordination of new vehicles and vehicle moves



Overall how would you rate the service you have received from BC Transit over the past year?



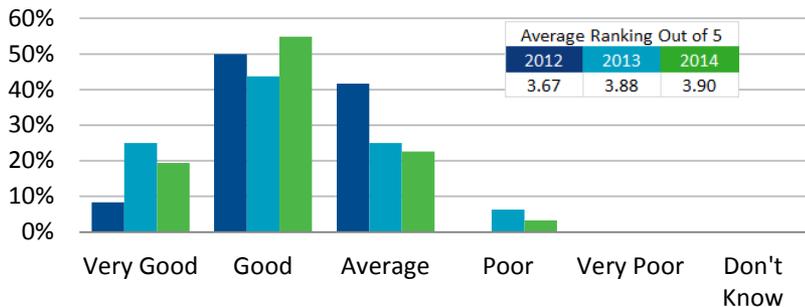
How would you compare this year's service to the service you received last year?



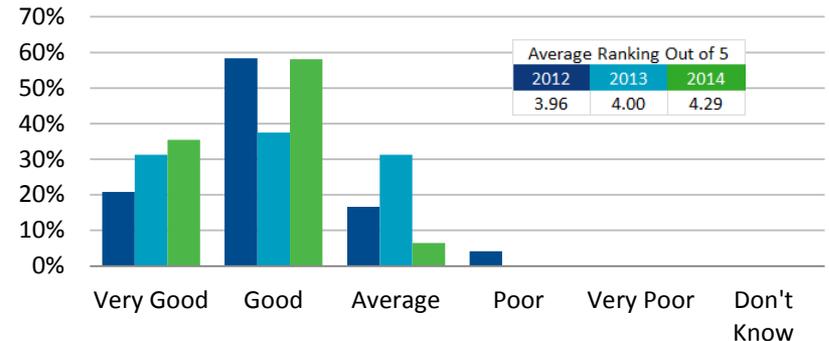
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

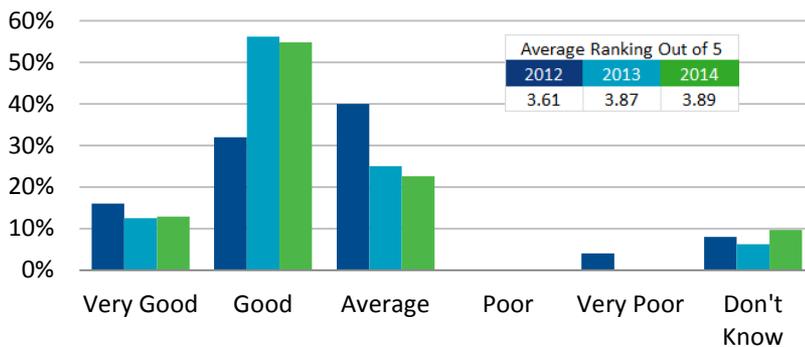
(a) Day to day support for operating and technical issues



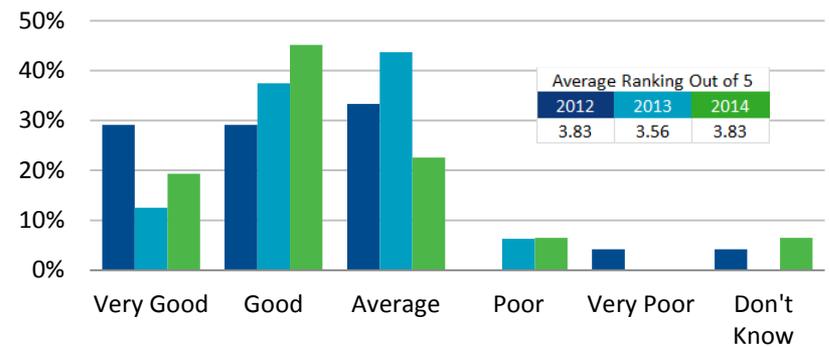
(b) Safety and training resources



(c) Short range scheduling and planning support



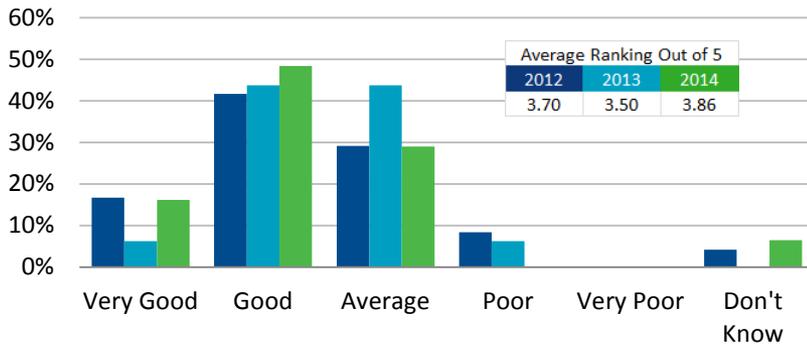
(d) Long range planning support



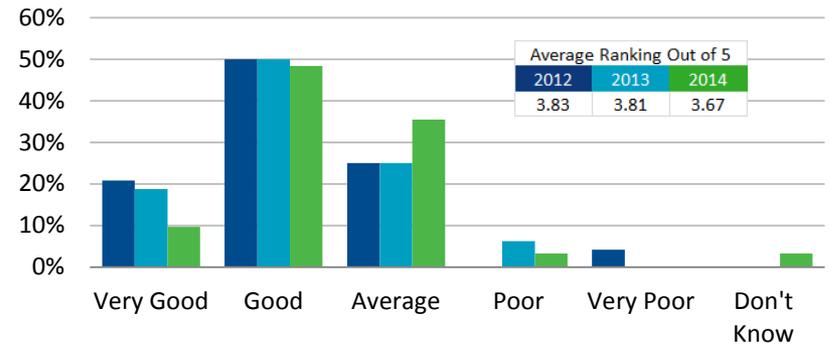
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

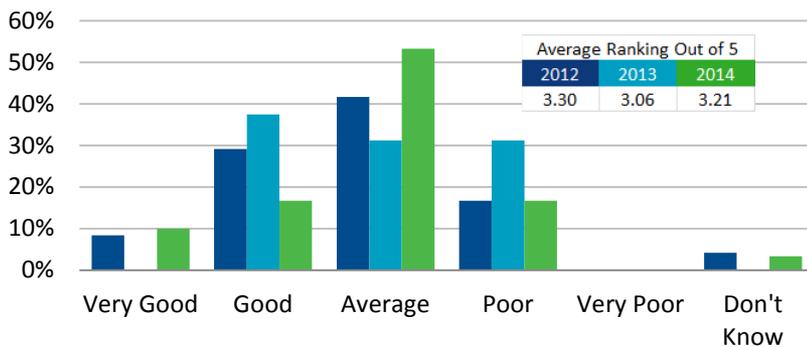
(e) Provision of printed customer information



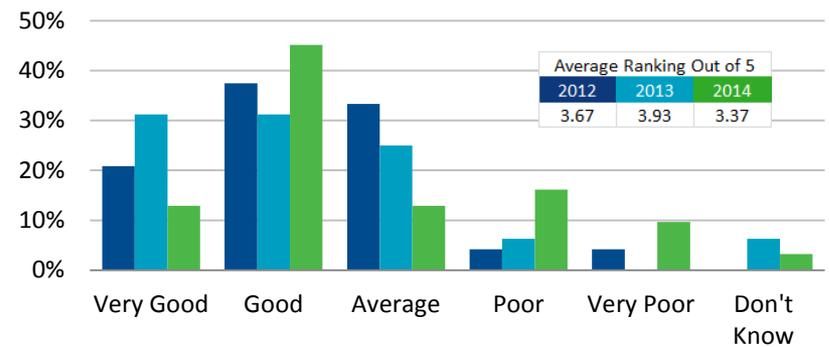
(f) Provision of online customer information



(g) Promotion of transit in your community



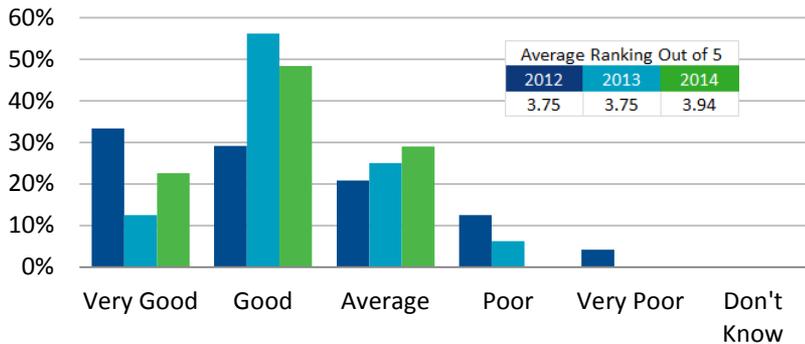
(h) Coordination of new vehicles or vehicle moves



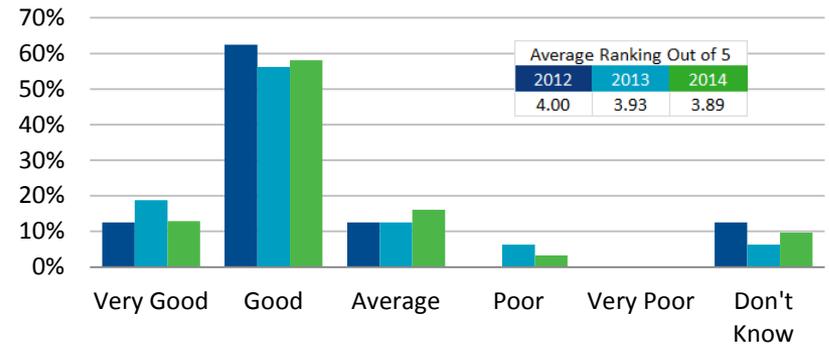
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

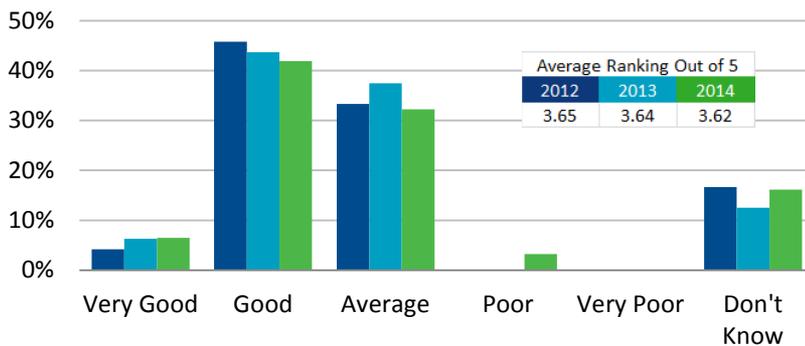
(i) Support for vehicle management and maintenance



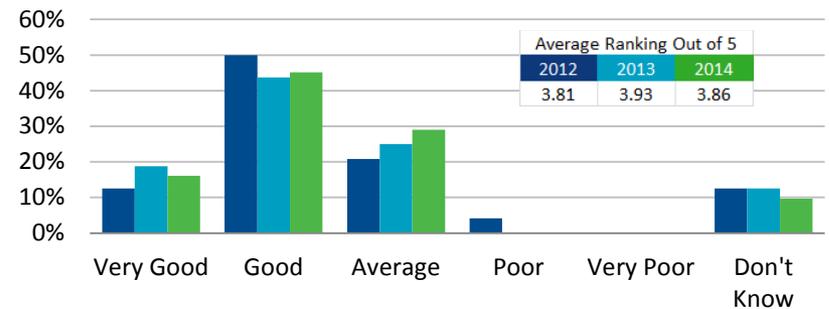
(j) Management of agreements and contracts



(k) Budget development



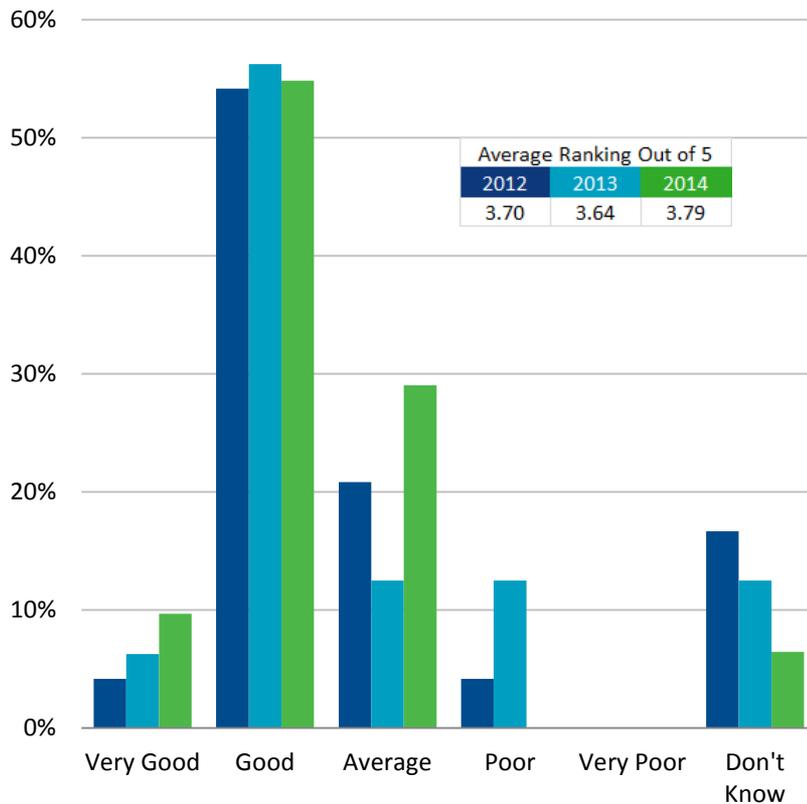
(l) Communication to local partners on transit specific issues



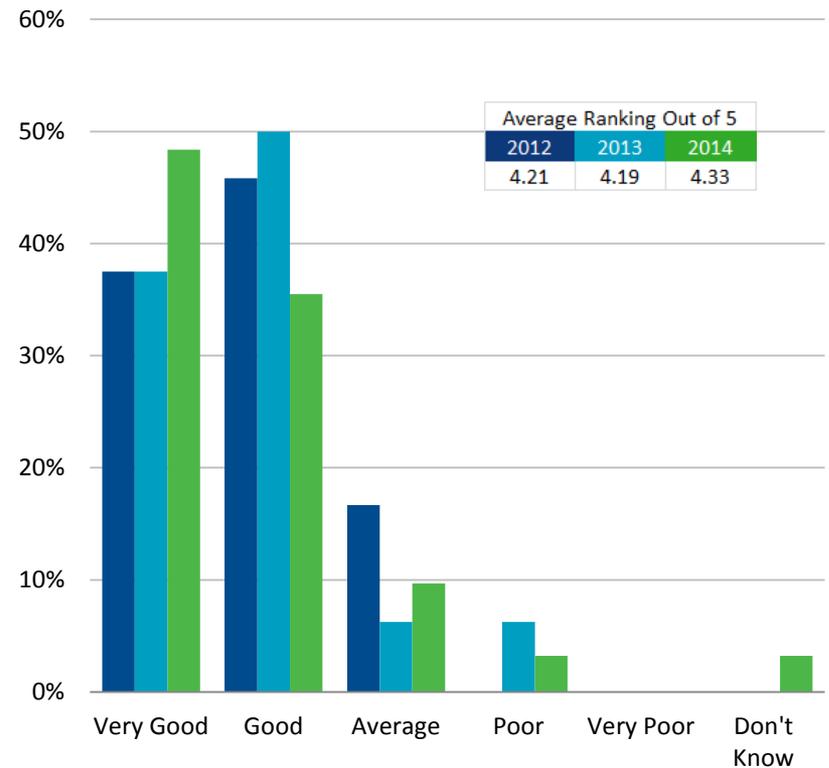
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

(m) Corporate wide communications



(n) Efforts by your Regional Transit Manager to support you



What specific changes would you recommend to improve the level of service?

- 1) Annual review of RFP requirements eg: KPI's 2) Possibly have RTM located in a more central location 3) More hands on maintenance training from BCT fleet support
- It would be nice to have a committee for creating the run blocks. The facility requires a detailed risk assessment which BC Transit could take the leadership role.
- One thought would be to have some more on site contact with members of BC Transit.
- Move the RTMs to the areas they serve. More local knowledge of the systems and their challenges is needed. More timely schedule changes needed when problems are identified with timing, routing, etc.
- Continue to support the smaller contractors and not go to the bigger contractor. I believe the smaller contractor supports communities and large ones support the contractor.
- Support in having backup vehicles available in or near our community. Expedite fleet acquisition to keep up with replacement of ageing fleets.
- None I can think of.
- In most cases the people I deal with at B.C. Transit are very good. In a few incidents, I would have liked an answer and decision quicker rather than later.
- No recommendations come to mind.
- Need new or somewhat newer buses than we currently have. Darts are very high maintenance due to aging fleet. Same year model buses breakdown with similar symptoms at the same time, so the future replacement buses should be of 3-4 different age group even if they are 4-5 years old.
- Continue to communicate openly and transparently with BC Transit's partners.
- New bus assignments need to be carried out much earlier than they are. We are told things are in the works, then not to have anything happen. We wait forever. The buses get way too rundown before they are replaced or before we are supplied with a contingency vehicle. Often the contingency vehicle has issues which make it unusable until they are fixed. When things need to be fixed they are considered our problem and not the operating company's who supplied the vehicle. I find the level of frustration and dissatisfaction with this to be extreme (no exaggeration).

What specific changes would you recommend to improve the level of service?

- I have no recommended improvements. For such a large operation I think things are managed well.
- Better communication and a better knowledge of the service that we are contracted to provide.
- A mainland parts depot/warehouse so BC can receive parts overnight. - Tech/Fleet support when you need it, it is getting better but still seems like it is shorthanded.
- Communication on plans for vehicle replacement communication on plans for valley interconnection These relate to our short and long range plans
- This change relates to any new buses in the fleet: Take into consideration when trying out new buses, the winter conditions in other parts of the Province other than Victoria ie: the Cariboo and North. Have the buses in a colder climate over a winter season. This was a suggestion when the Vicinities were being demonstrated but did not happen. Have operating manuals, either paper or available on line, supplied with buses when delivered. Too much down time waiting for answers.
- I have been the Transit Coordinator in our area since March 2013
 - 1) Our vehicles have been breaking down too often, sometimes 3 in one day. In the last 4 months the frequency has increased. It is essential to have most of our fleet replaced with 'newer' vehicles. I am very satisfied with the conversations around this topic with our BC Transit Regional director, with the hope that buses are coming. Though, the reality is, the problem persists, passengers and drivers suffer the most with this inconvenience. Along with the perception from the public. A large percentage of my time is spent trouble shooting buses.
 - 2) Promoting our transit service in our service area.
- Better overall communication. - Calendar year base budgets and expansion budgets. - Faster response time to local issues. - Increased local marketing initiatives. - More detail on monthly invoices. - Better communication regarding fleet mgmt., especially the movement of fleet assets and replacements.
- Offer more preventative maintenance training for operators on Vancouver Island.
- Find a Bus, other than the Arboc, to replace the Ford Polar for our Custom system. A kneeling-bus with a defective air-suspension system is not suited to Rural British Columbia.
- A more fluid and open budget development process. Greater flexibility for the operators for operational and scheduling issues.





CivicInfo BC Local Government Staff & CAO Survey

2014
60

Local Government Partnership Surveys

Two surveys are administrated annually by CivicInfo BC:

- BC Transit Questionnaire for Chief Administrative Officer
- Local Government Survey for Staff Person Responsible for BC Transit

Distribution & Review:

- Both surveys are sent to all local BC governments and regional districts where BC Transit operates.
- Survey results are shared with BC Transit partners, and are available for review online by participating CivicInfo BC members

Participation:

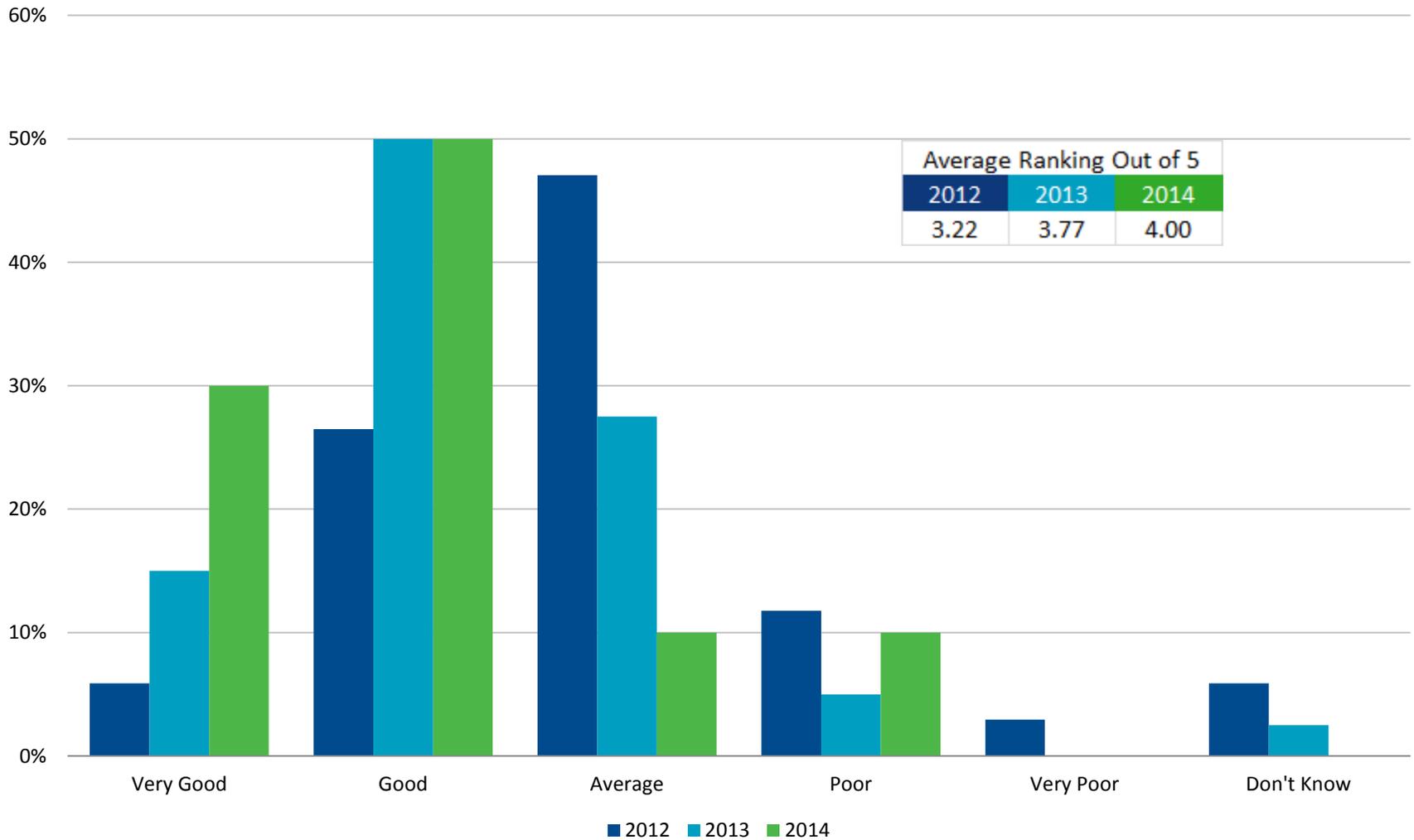
- Number of Local Government Staff Respondents was 30
- Number of Local Government CAO Respondents was 35



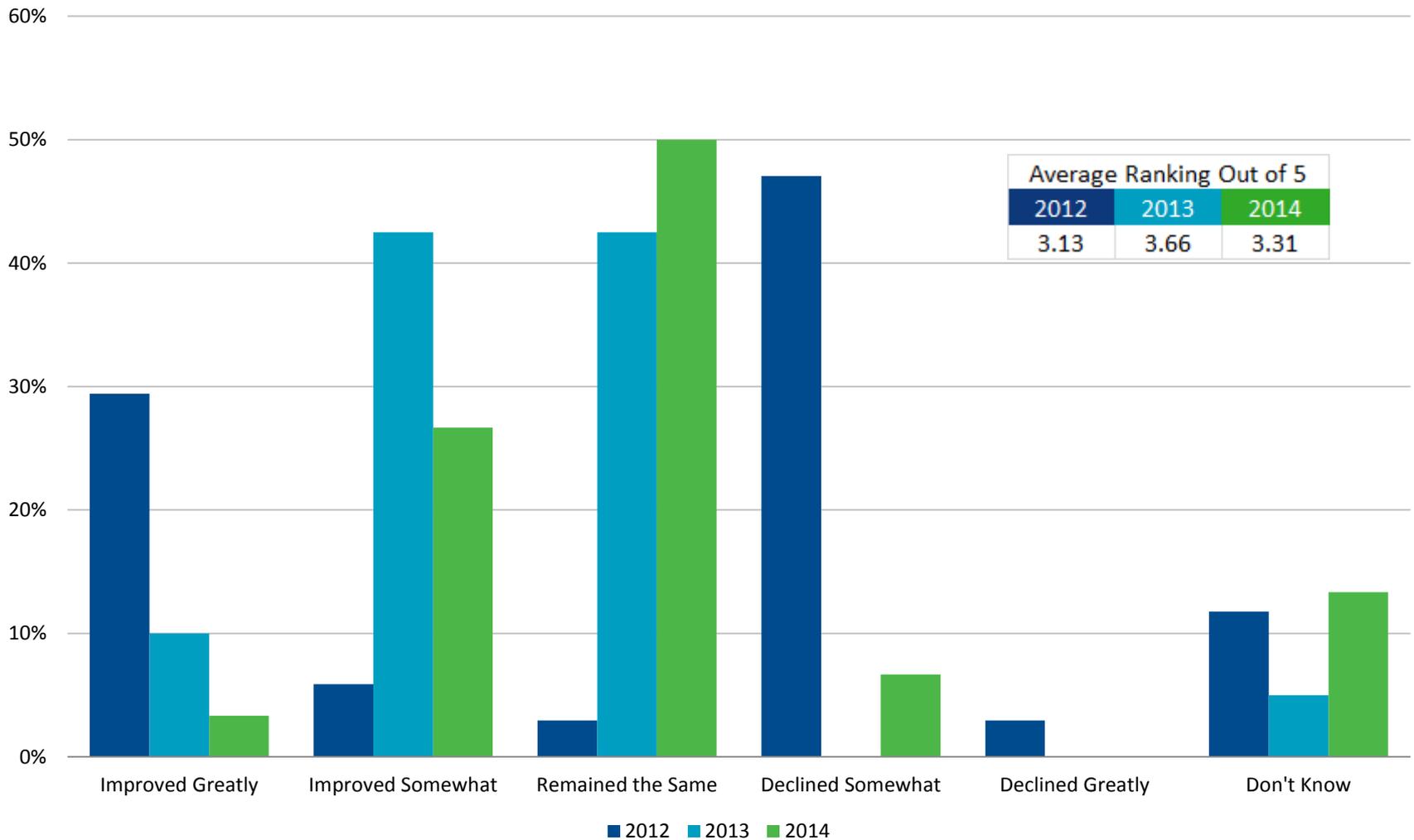
Highlights – Local Government Staff

- 80% rated the service they received from BC Transit as good or very good:
 - » last year this number was 61% and the prior year was 32%
- 30 respondents this year, last year 43
- 19 out of 21 categories showed improvements over last year
- Notable category improvements over last year :
 - » Promotion of transit in your community
 - » Capital planning support for major infrastructure
 - » Long range planning support
 - » Support for fare structure and revenue development
- Categories needing more review:
 - » Provision of fare media

Overall how would you rate the service you have received from BC Transit staff over the past year?



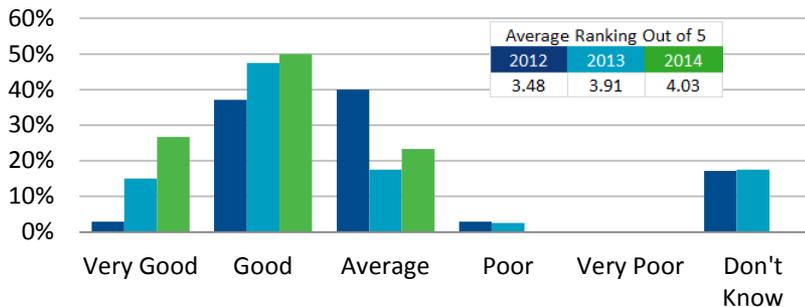
How would you compare this year's service to the service you received last year?



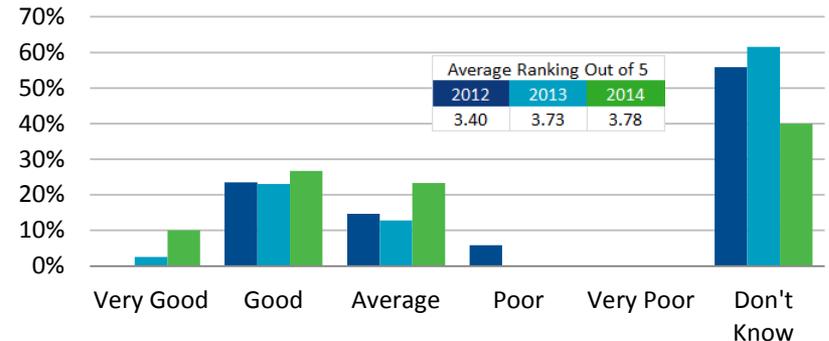
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

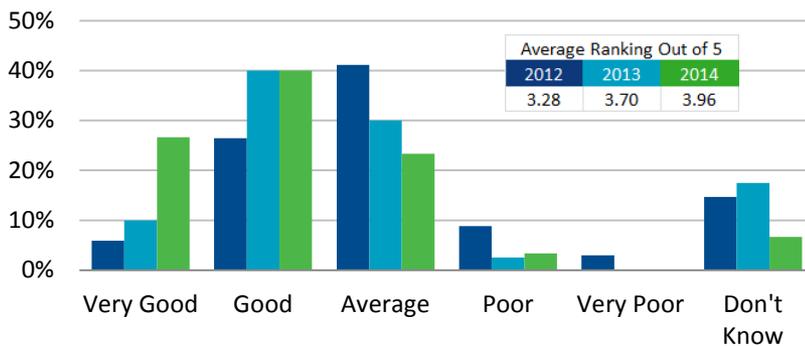
(a) Day to day support for operating and technical issues



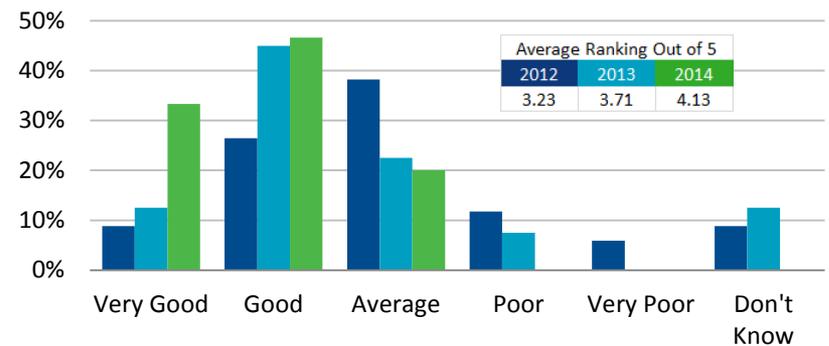
(b) Safety and training resources



(c) Short range scheduling and planning support



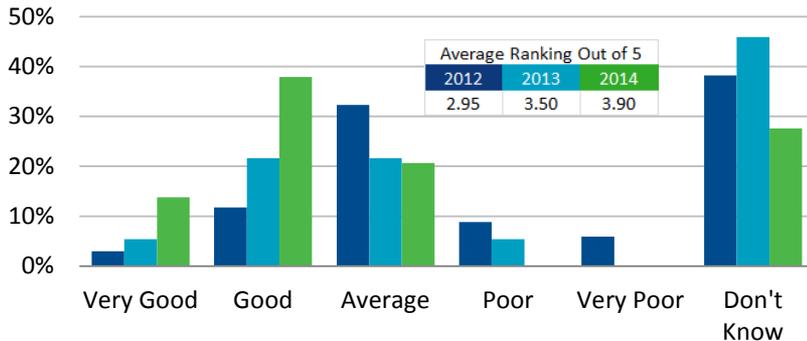
(d) Long range planning support



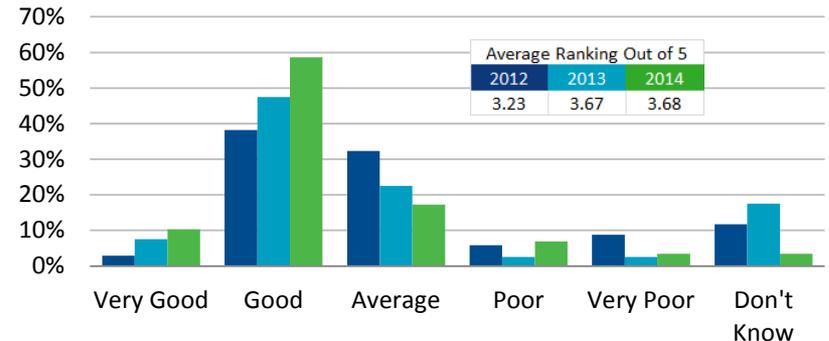
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

(e) Capital planning support for major infrastructure



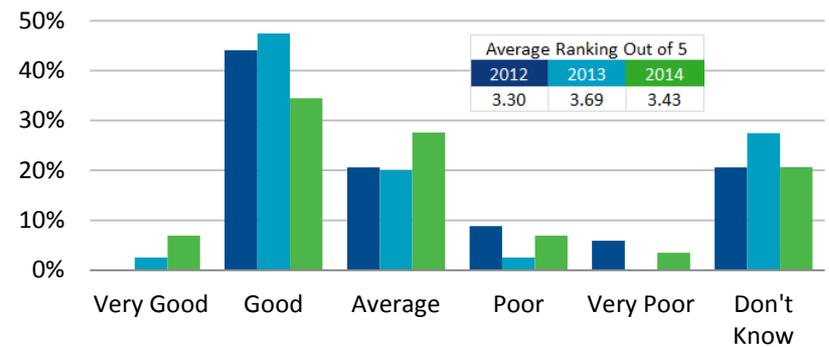
(f) Provision of printed customer information



(g) Provision of online customer information



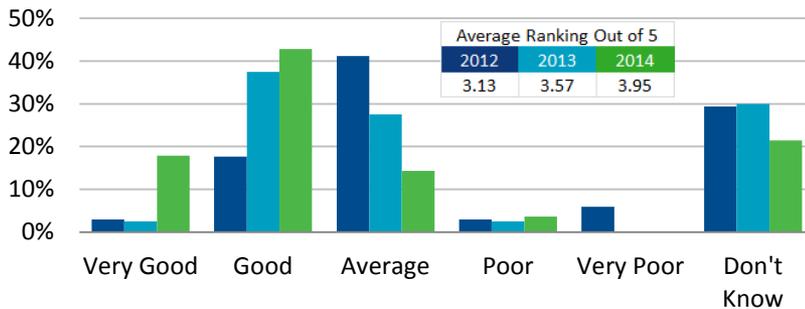
(h) Provision of fare media



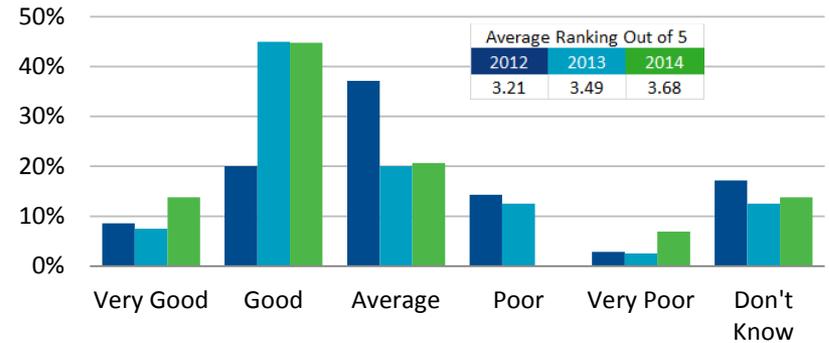
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

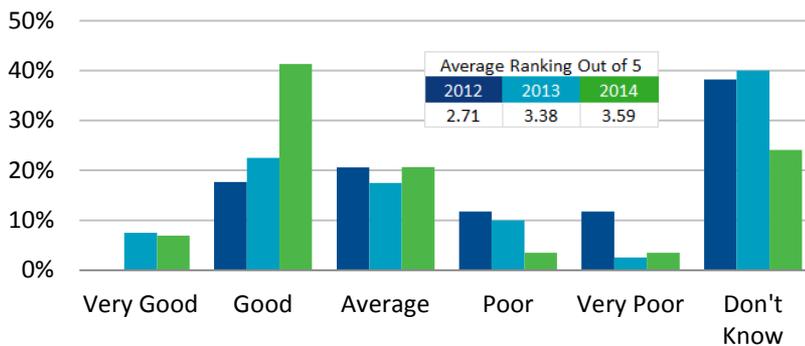
(i) Support for fare structure and revenue development



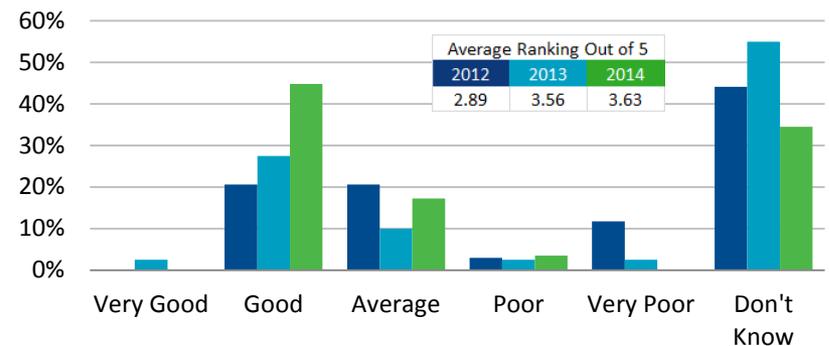
(j) Provision and support for transit infrastructure



(k) Coordination for new vehicles or vehicle moves



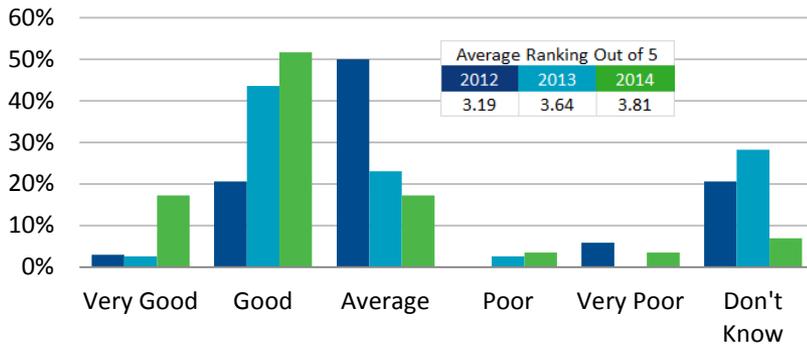
(l) Support for vehicle management and maintenance



How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

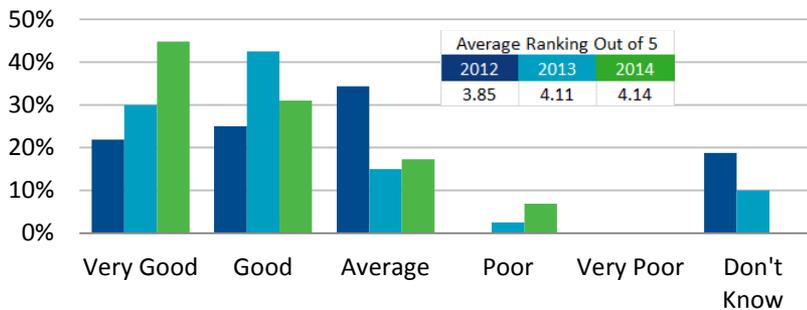
(m) Management of agreements and contracts



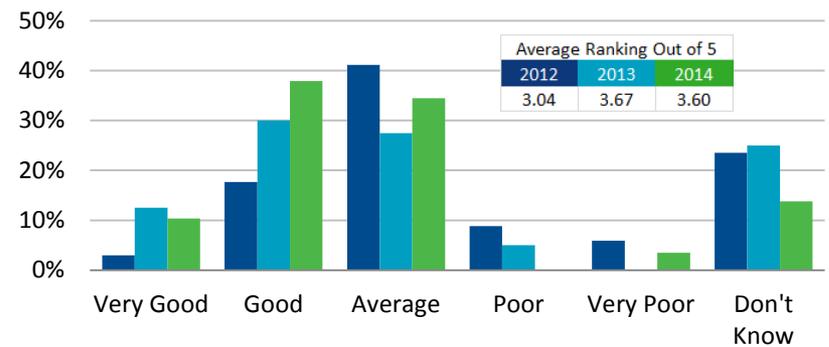
(n) Budget development



(o) Efforts by your Regional Transit Manager to support you



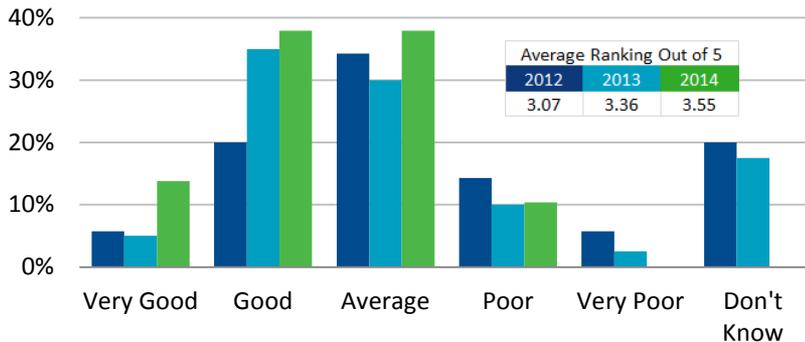
(p) Finance monitoring and reporting



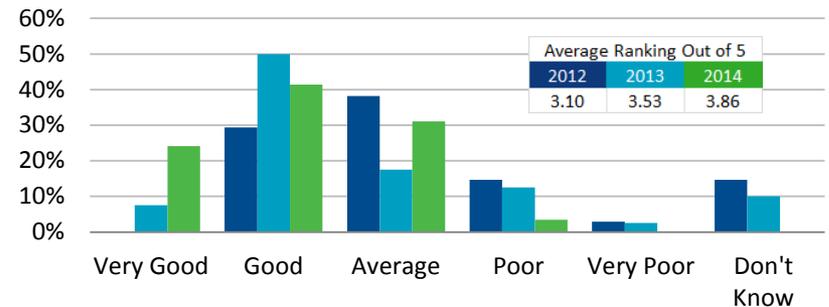
How would you rate the service you received from BC Transit for the following functions:

■ 2012 ■ 2013 ■ 2014

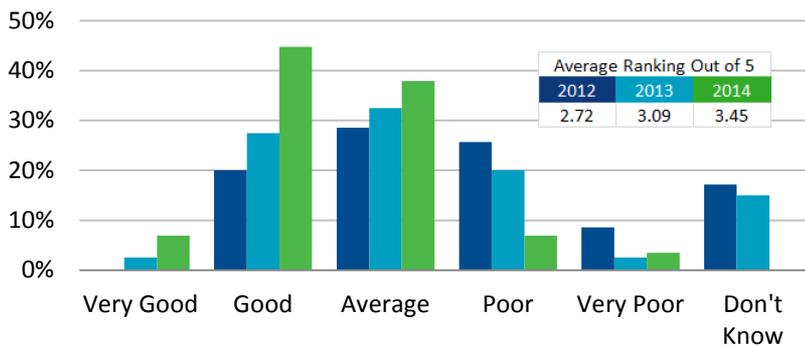
(q) Transit system performance monitoring



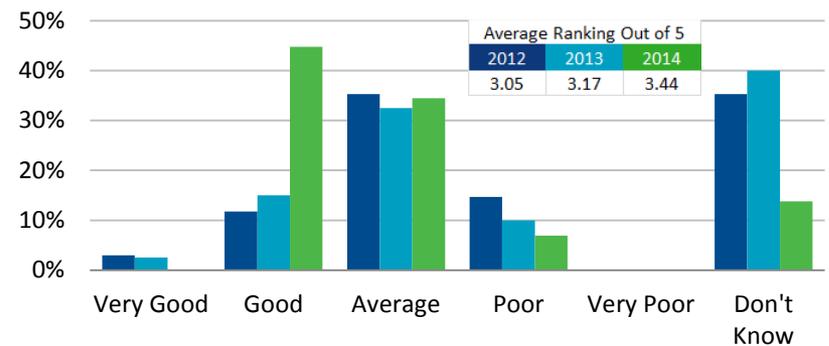
(r) Communication to local partners on transit specific issues



(s) Promotion of transit in your community



(t) Corporate wide planning



How would you rate the service you received from BC Transit for the following functions:

(u) Corporate wide communications



CAO: Does BC Transit make itself available to your staff to respond to your questions?

- I find that on a "working level" BC Transit staff make themselves available. I would like more regular contact with Senior Transit staff at a more "Strategic" level.
- Yes, I have always had timely responses to my queries.
- Yes, when I email them with any requests.
- Yes, BC Transit staff have established a helpful and cooperative relationship with city staff.
- Yes - they are very good about that
- Yes. Excellent response, and always provide alternative contacts when the normally assigned individual is absent.
- Yes, however we find that BC transit staff may be spread too thin trying to cover many regions at the same time. One dedicated transit manager for the Region would be better able to meet our needs.
- If required
- We were experiencing serious issues with BC Transit's representative. This has recently been addressed and I am optimistic that the City will be better served on a timely basis and more accurately than we've experienced in recent years.
- Yes, they always respond quickly to any questions or concerns.
- Yes, we enjoy a very good relationship with BCT. The Regional Manager model has been very effective and has lead to positive change.
- Yes, BC Transit staff is readily available and are quick to return phone calls and emails.



CAO: Does BC Transit make itself available to your Council or Board to respond to questions?

- Yes, BC Transit regularly response to, or attends, our Transit Committee meetings. When the Transit Future Plan as well as an Regional Bus Service was being discussed at Council, representatives of BC Transit attend Council
- Yes, BC Transit has made sure that representatives are available for various transit meetings.
- It hasn't been necessary, but given the response to emails, I am sure they would respond to any Board questions
- Several times each year BC Transit staff attend our Council meetings as a delegation
- Yes if we request them to come speak to our Council they do
- Yes. Average two presentations annually to Council, more frequently when items like service enhancements are under discussion
- No. Typically, municipal staff and/or RD staff handle all the questions regarding transit. Any questions related to transit is normally handled by in-house staff
- Previous response applied here as well. Delivery of accurate and timely information was lacking thereby making it very difficult to provide good information for decision making to our politicians
- Yes, we have implemented a new transit model in the West Kootenays and BCT lead the development of this model, they meet regularly with the new WKTC. They also worked directly with the City of Nelson to make changes to the city's transit routes and worked closely with council through that process.
- Yes, in the past BC Transit staff have attended Board/Committee meetings to discuss the Transit Service
- Whenever requested
- I believe they would, Board has not had a reason to request BC Transit to respond to questions this past year
- Yes via the transit review process
- Yes, very happy with availability to Council
- Any concerns or questions of city council are dealt with promptly
- Yes it does and we have had a recent planning workshop that our Council participated in. The councilors who attended were very pleased with the process, information they received and the input they were asked to provide
- When the need arises BC Transit has endeavored to be available

CAO: Has BC Transit made itself available to provide assistance during your budget process?

- Yes, BC Transit were very good about sending their budget information and long term budget well in advance of our own budget process. This has been very helpful.
- BC Transit has improved budget development and communication process's, which has assisted our staff in the budgeting.
- Yes. Generally, the CFO will request information for the annual and five year budgets, and Transit staff will share projections and assumptions with us.
- Yes, however due to the different budget cycles between the Province and municipal governments, the budget process is cumbersome, no support from BC Transit is given toward supplying local government with accurate yearly (one calendar year) budget information. The three-year rolling budgets are a huge improvement.
- Again, we are optimistic that timely and accurate information will be available in the future through joint cooperation.
- Yes, they even developed a calendar-year spreadsheet to match our yearend.
- The new reporting has been helpful. We are in a transition with RTMs so there has been some loss of continuity in the budget around the number of buses we are supposed to have in our fleet but I am confident that this will be addressed.
- Yes, BC Transit has made significant improvements to the budget information they provide to us and are prompt when questions arise.
- to my knowledge yes, when requested
- We have not requested the assistance from BC Transit.
- Yes, the three year budget is great
- Has not been an issues.
- limited help
- We have not requested that of BC Transit in recent years.
- yes Our Manager of Financial Services has questioned the fluctuation in budgeted to actual for 2012 and 2013. Wondering why the difference.
- They are available but have not been required.
- Many discussions on the budget process have occurred which has aided the RDCK. Through these discussions BC Transit also has a better understanding on the issues faced by local government.



CAO: What else could BC Transit do to make discussions with your Council or Board easier?

- Annual high level BC Transit presentation to Council, presentation should be for information only. This would strengthen the relationship between BCT and the Council.
- Current level of discussion (planning, and management) is very good, we just completed the commencement of the Ladysmith service (Sept 2013) and the paratransit study, and look forward to implementing the short term cost neutral initiatives.
- The personal touch is everything. BC Transit RTM's have been very good at ensuring that they met face to face with Council. Hopefully, our new RTM, once selected, will continue this practice.
- you work well with our Transportation Planner. Keep it up.
- It may be worthwhile pursuing or renewing a communication protocol to ensure that City staff and BCT are working together to provide needed information. Happy to discuss this with Kevin Schubert.
- Continue anticipating future costs, have clarity on asset replacement such as fuel tanks, Bus depots, transit garages. As an operator and a funder Nelson is different than most local governments, transparency and fairness if important to find win/win solutions.
- better service levels. Not postponing service improvements.
- Over the past 6 months there has been continuous discussions with BC Transit including a focus group for the South Okanagan that has assisted in providing feedback and long term planning. Hopefully once the 25 Year Transit Future Plan is completed, these round table discussions will continue.
- Besides just making yourself available, it would be extremely helpful if we got timely responses to our questions. We waited almost a year to get answers to our questions regarding our new contract and 2013/14 budget, and are still waiting for response to another question before we sign our AOA, which was supposed to be signed in April of last year.
- Presentations to Council invariably professional, thorough and comprehensive
- Local government staff regularly consult with BC Transit staff prior to discussing issues with Board. In many cases, it would be helpful to receive a written document from BC Transit outlining options and recommendations which would support the local government staff report. While this does currently occur on occasion, I believe it would be beneficial to occur more regularly.

CAO: What else could BC Transit do to make discussions with your Council or Board easier?

- I think you've responded to any requests we've had in a timely manner. Can't think of anything to do differently, at least for now.
- Take on the challenge to convince the Federal Government to provide First Nations with targeted funding in support of partnership arrangements and funding obligations with local government and BC Transit for transit service delivery.
- More detailed ridership analysis on quarterly basis
- Presentations to Council would provide an opportunity for direct dialogue, perhaps yearly?
- We need more help in finding revenues to fund transit services - a tax on gas for example. We have a small system and I think a desire to expand services - funding is the key impediment.



CAO: Do you have other suggestions that would enable BC Transit to improve its communications with you?

- I would ask that BC Transit work to the same fiscal year as local government, or conversely that all local governments convert to match the Province.
- More timely information on delayed new vehicle delivery especially if it affects the current year budget.
- Can't say that anything comes to mind. In our community, Transit is not a political football. Most issues are around service levels and cost, but the service is not seen as "owned" by any particular side of the political debate. The majority of our riders are students and seniors, and all local politicians aspire to ensure those groups are well served. As a result, we have not encountered some of the problems in, other areas, where issues like contacting out service delivery have engaged the wider political divides. We are an easy service unit for Transit to communicate with, because words have their plain meaning, not some more complex values driven vocabulary.
- Dedicate one Regional Manager to our Region - 3 systems (CVF, Chilliwack, FVRD)
- I think it important to be very intentional in re-establishing a staff partnership developed on the basis of mutual trust and respect.
- Continuation of round table discussions after the Transit Future Plan is completed.
- Strive to provide timely responses to our questions.
- More frequent updates on ridership, customer satisfaction, revenues. Quarterly perhaps
- An annual visit to Sooke to meet with District staff on transit issues (especially budgeting) would be appreciated.
- We just completed the master plan, BCT staff were fabulous, patient and informed. The process was complex and had Board buy in at the end. Well done!
- BC Transit might consider attending annual CAO Local Government Management Association meetings for updates.
- budget on a calendar basis
- take a more proactive role in addressing service / budgetary issues
- Interviewed staff and everyone is happy with the communication.
- no, the communication has been good. Information by email is very good and personal contact has been proactive on the part of BC Transit.

What specific changes would you recommend to improve the level of service?

- Periodic updates on transit planning initiatives
- The issues of different deadlines for budget information are my biggest concern. I am trying to complete the budget for 2014 and beyond now, and transit will not have the final budget figures to me until March or later for 2014/2015.
- All individual staff are very responsive and helpful. The corporate model is very restrictive, no doubt, intentionally and by design to be efficient. However, for smaller communities starting a new service it was a real eye opener to work with such corporate constraints. For instance, the reporting requirements for selling passes and billing a service contract take so much time and effort that is really questionable from a value/risk perspective.
- Better and more timely communication to advise us when new approved vehicles will not be delivered. We use BCT budget figures and information to request additional tax funding, and then find out that the new vehicles will not be delivered in that budget year due to BCT reorganizing which regions will receive the vehicles.
- FVRD's relationship with BC Transit is fairly recent - in last year - so don't have a longer term relationship on which to base any improvements.
- Delivery of fare products was late again and impacted our ability to distribute to our vendors in a timely fashion. The production of TIPS panels was late (after the schedule change) in the summer and pushed the limit for the fall schedule change. The delivery of the last of our bus stop signs was 6 months after the delivery of the initial batch. Adding staff and improving the process in these areas is recommended.



What specific changes would you recommend to improve the level of service?

- Alignment of budget reporting with local government annual budgeting processes
- Having more timely information from the finance department on AOA agreements, budgets, service hour changes and general enquiries.
- Good as is.
- They could be more organized.
- Our RTM made the difference in communications
- When any change is made to transit regarding service levels, we should be notified of the change and the cost implications. Also how the cost increases or decreases where determined.
- The largest complaint that we have is the lack of on-site visitation, Council updates and that higher level of involvement that helps make you feel like you have support and are part of a larger organization.
- Steps have already been taken to providing us with a different Regional Manager. We are cautiously optimistic that this will improve our working relationship with BC Transit.
- Reduce the lag time for route changes & 'printing time'.

What specific changes would you recommend to improve the level of service?

We have received excellent service from the RTM(s), Planning staff (both service & fiscal), Finance and some other staff across the organization. We have received poorer service from others in the organization especially related to issues specific to the community. There appears to be a reluctance to share information that BC Transit thinks will be held against them in the future or may make transit look bad - which is a shame especially when it comes to pilot projects where it is expected that there will be "lessons learned". The RTMs and Planning staff have had play intermediary to get at least a basic information from BC Transit for the community (and sometimes even they were unsuccessful). It then makes BC Transit as an organization appear that it is "hiding" something even if it is not. With respect to safety, I assume it is all taken care of. I have no issues with that. As a passenger, I feel very safe on the buses. The customer (be it the passenger or the media) is demanding more flexibility in the service and quicker responses especially related to communications and real time information for service in the community be it schedules or alerts or responses to questions/etc. It appears that in many ways BC Transit staff are becoming less flexible and defaulting to longer lead times and using BC Transit branding guidelines/policies/templates as a way of taking less input from the community. Does BC Transit really need 3 months (12 weeks) lead time to produce a Rider's Guide for a service change? This needs to be streamline. Pull out the buffer time, have real deadline that everyone (BC Transit, the operator, the local partner) works towards. When unrealistically long lead times are put in place, then no one takes it seriously - including BCT staff. With the current lead time, it appears that there are days/weeks where information is just sitting on someone's desk in a pile waiting to be reviewed. Is the Marketing and Communications group understaffed and overworked? Suggestion to reduce workload for BCT Marketing/Communications staff: Newspaper ads should be developed locally using BC Transit templates. The cost of the ads actually includes the development of the creative. This will free up BC Transit staff to work on more complex transit related work such as special projects (Transit Future Plans, etc). Perhaps more work should be decentralized. MOUs are a great concept to create better communication however it appears that sometimes being used as a way to slow down progress instead of keep everyone working towards the same goal. Also, MOUs for service changes are between BCT and the local partner. The operator needs to be involved in the planning. Therefore, does the operator need to be a signatory in the MOU ... or will this slow down the process even more? The operator should be more involved in the scheduling. BC Transit has centralized scheduling in Victoria. There are some benefits to centralization. However, when the operator gets the schedule and the blocking to do the run cutting, he/she makes it work the best he/she can. I continue to believe there should be collaboration in the draft schedule phase as "errors" that pop up during the run cutting cannot be fully corrected until the next full schedule re-do. BC Transit should share statistics on web usage with each community instead of making it on request only. RTMs should live in the region and spend one week a month in Victoria. It will help with the learning curve and the three party relationship building. It will also allow BC Transit to become the face of transit in the community as it appears that they want to be with the current branding, communications, marking and information sharing protocols. Right now the face of transit is the local partner and the operating company and yet we do not have the full picture and are not allowed to speak to many parts of the system/service/planning. This creates distrust in the community.



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Wednesday, May 21, 2014

BCHC Newsletter | May 2014

THE NEWS

BCHC is thrilled to announce

Forty-nine Communities in BC Will Receive Healthy Communities Capacity Building Grants!



We would like to thank all the communities that submitted an application to the Healthy Communities Capacity Building Fund. We received over 150 applications from communities throughout the province for projects as diverse as active transportation planning and urban agriculture visioning.

Thirty-eight communities will receive Stream 1: Learn and Connect grants. These grants support communities to develop partnerships across sectors, to learn about conditions that support health and well-being, to identify and plan for local health and well-being priorities, and to develop opportunities and leadership for action. Eleven communities will receive Stream 2: Innovate grants to undertake leading-edge, action to address local conditions that influence health and well-being. We are very excited to be supporting such a great range of projects.

[Click here to view a list of upcoming projects](#)

Introducing Penny Dunlop

New Communications Coordinator



Penny believes that effective communications play a critical role in social mobilization, advocacy and community development. Penny's work is rooted in curiosity and playfulness, making space for 'aha moments' and breakthroughs. She looks forward to working with the BCHC team to develop effective communication and outreach materials to enhance BCHC's capacity building efforts across the province.

Most recently, Penny has been working in development and communications for the Victoria Women's Transition House where she witnessed the impact community can have on the most vulnerable and isolated in our neighbourhoods. The experience of building community support and raising awareness around an issue close to her heart was what inspired her to pour her efforts into Community Development - a deep seeded passion of hers.

In her spare time, Penny enjoys mountain biking with her puppy Piper, treasure hunting (thrift shopping) and practicing yoga.

You can reach Penny at penny@bchealthycommunities.ca.

THE COMMUNITY

BCHC Participates as a Guest Panelist

Mental Health E-Dialogue

By Jodi Mucha

Feelings of isolation, loneliness, anxiety, fear and emotional distress are part of the human condition, and



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many people develop coping mechanisms to maintain their everyday life. Mental illness occurs when those feelings become overwhelming, compromising one's ability to cope. Mental illness is pervasive in Canada and affects everyone, either personally or through family, friends and colleagues. Statistics Canada reports that 2.8 million people or 10.1% of Canadians aged 15 and older reported symptoms consistent with at least one of six mental and/or substance use disorders in the past 12 months including major depressive episodes, bipolar disorder, generalized anxiety disorder and abuse of or dependence on alcohol, cannabis or drugs.²



On April 23, 2014, Jodi Mucha, BCHC Executive Director participated as a guest panelist with a diverse group of practitioners and researchers in an e-Dialogue on mental health and its implications for sustainable development. Hosted by the Community Research Connections (CRC) on Sustainable Community Development, this e-Dialogue was just one aspect of a wider ranging community research agenda. A summary of the e-Dialogue will be posted [here](#) soon.

References

1. Public Health Agency of Canada (2002). A report on mental illnesses in Canada. Health Canada
2. Statistics Canada (2013). Canadian Community Health Survey: Mental Health, 2012.

THE CHAMPION

Community Developer Extraordinaire

Tanis Dagert, MEd



Community Developer Tanis Dagert, MEd, loves living on Vancouver Island and has been helping to build stronger, healthier and more resilient communities since she moved there in 1998 after a two year Volunteer stint with CUSO in Indonesia. With strong roots in popular education, food security, sustainable living and health promotion, Tanis has worked with communities across the island on initiatives related to skills training, community food projects, network building, research, digital story telling, social media, and engaging policy makers in planning and action. Past roles include leading a Health Canada health promotion project called 'Living Well' in Nanaimo (2001-2005), development of skill building programs and organizational sustainability as Executive Director of [Nanaimo Foodshare Society](#) (2001 - 2006) and leading a team of community developers to help kickstart over 20 grassroots healthy community initiatives all over the island as a Community Capacity Facilitator with the [BC Healthy Living Alliance](#) (2008-2010).

Currently Tanis is coordinating the [Alberni Clayoquot Health Network](#) that brings stakeholders together in the region to discuss and collaborate on public health issues. Using a social determinants of health approach, the Health Network is aiming to address the lack of affordable and accessible transportation, affordable housing and health literacy in the region while at the same time trying to work 'upstream' and ensure that children have the healthiest futures possible. Tanis also facilitates a very successful Facebook group called '[Sustainable Food Vancouver Island](#)' with news and events aimed at supporting and building a sustainable food system on the island.

Tanis believes that we need to impact health earlier, create healthy supportive environments for people to live, work and play in and that we all need to work together. "There are global forces at play and it's important to focus on the big picture while at the same time trying to facilitate changes at the local level," she said. "It's important to serve our communities in whatever way we can, whether it's on the ground or in cyberspace."

THE ARTICLE

Crime Prevention Through Environmental Design (CPTED): A Cost Effective Community Design Strategy

By Michelle Sandsmark

Built environments can be altered and transformed to encourage positive behaviours, including reductions in criminal activity. Crime Prevention Through Environmental Design (CPTED) is an increasingly popular method used to deter criminal activity in communities across the globe. Rather than focusing on crime control through policing communities and physical security, careful neighbourhood planning, development, and maintenance can result in a reduction of crime. Ultimately, a reduction in crime can lead to positive outcomes such as improved perceptions of neighbourhood safety, social connectedness, and psychological well-being.

Background

Criminologist Dr. C. Ray Jeffery coined the CPTED phrase in 1971. He argued that too much emphasis had been placed on the social causes of crime, while the environmental determinants may be just as important. Architect and city planner Oscar Newman built on the CPTED concept and created the theory "defensible space", while criminologist Tim Crowe has taken this idea and developed a series of CPTED training programs. CPTED has now become a key strategy for crime prevention for anyone in architectural design, space management, and urban planning. The Three-D approach provides simple guidance to determine whether or not a space will prevent or

stimulate crime:

- 1) **Designation** - What was the original purpose of the space? Is it fulfilling this purpose?
- 2) **Definition** - Are the borders, ownership, and legal signage clearly displayed and understood by the community?
- 3) **Design** - How well does the design support the intended function, and desired behaviours?

Keeping the Three-D's in mind, CPTED strategies stem from four major principles:

- 1) **Natural access control** - a facility or space should give a natural indication of where people are permitted access, or where they should keep out. Guards and locks can only go so far, so setting obvious boundaries is important.
- 2) **Natural surveillance** - simple placement of windows or maintaining an area so it feels like there is always someone watching the street can deter criminal activity.
- 3) **Territorial reinforcement** - while this encompasses the first two concepts, there is stronger emphasis on ownership of property.
- 4) **Maintenance** - managing and maintaining the physical appearance of the built environment (i.e. repair signs of vandalism, create aesthetically pleasing spaces) can foster respect for the space.

Human resources and hardware, such as alarm systems, can be extremely costly to regulate crime in the neighbourhood. CPTED concepts can be used in any type of community or facility, indoors or outdoors, without having to sacrifice an abundance of time and resources. In fact, this has been shown to be a cost effective strategy that local governments can adopt.

Click [here](#) to watch a comprehensive overview of CPTED theory

Practical Implementation

The following are some key examples of CPTED actions:

Indoors

- Businesses often strategically position workstations to increase the perception of surveillance;
- Shelves, displays, and racks can be lowered to enhance visibility, improve surveillance of customer activities, and improve attractiveness;
- Installing large windows that face the street can increase perception of surveillance;
- Bright lights that can be left on over night can reduce the likelihood of a break-in.

Outdoors

- Locating parking stalls so large windows and entrances look onto vehicles can deter vehicle theft;
- Improving sightlines by cutting back shrubs and trees can enhance visibility and reduce space for concealment of criminal activity;
- Installing bright street lighting in high crime areas;
- Immediately repairing signs of vandalism such as broken glass, graffiti, or other damaged property, to reduce the likelihood of criminal activity proliferating in the area .

CPTED Examples in British Columbia

North Vancouver: RCMP officers who have received CPTED training are available to conduct a free evaluation of locations in North Vancouver. A formal report will be provided listing recommendations for CPTED actions.

Tumbler Ridge Urban Design Guidelines: Tumbler Ridge developed as a new community in the 1980's, and incorporated all the CPTED principles from the beginning to become "The World's First CPTED Town".

Expo Line Needs and Priority Assessment: This study helped to assess whether the design of the rapid transit stations would enhance or detract from personal security. The assessment includes issues, constraints, and potential improvements.

Additional Resources

These links provide information about CPTED training, toolkits, and planning:

- [CPTED Training Opportunities In BC](#)
- [CPTED Guidebook](#)
- [Kelowna CPTED Guidelines](#)
- [Saskatoon CPTED Safety Audit Checklist](#)

THE EVENTS

Webinar

Northern BC Citizen Series "Social Retrofit: Equipping Our Communities to Support Aging in Place"

June 17th from 1:30-3:30pm PDT



Join us for an exploration of opportunities to better equip our communities to support aging in the places we live.

The statistics are pretty clear: the baby boomers are moving into their senior years and are expected to be the biggest age group in the Canadian demographic - over 25% of Canadians by 2050 will be over 65. In northern BC, the seniors portion of the population will be larger than in any other part of the province. Such dramatic demographic shifts have implications for services, for community development and for sustaining healthy communities.

Join us online at no cost for our series of interactive webinars focused on the role citizens and northern BC communities can play in influencing health outcomes. To learn more and register, [click here](#).

Webinar

Responding to Climate Change: Actions and Practices that Link Health, Ecosystems and Society

May 28th from 1:00-2:30pm PDT

This Ecohealth Webinar, hosted by the Western Node of the CoPEH-Canada, aims to highlight the diverse ways in which practitioners, professionals, policy-makers, community members and researchers are responding to topical issues at the nexus of health, ecosystems and society. The interactive 90-minute sessions will focus especially on action and practice, and will purposefully profile issues that cut across disciplines, sectors, jurisdictions, species and geographical boundaries.

Speakers include:

- **Stacy Barter**, BC Healthy Communities. "Health Impacts of Climate Change in BC: Health Authority Perceptions and Capacity for Action."
- **Noba Anderson**: Regional district director, (Electoral Area 'B'), Cortes Island: "Building local resilience: Climate Change and community resource governance"
- **Lindsay Galway**, PhD Candidate, Faculty of Health Sciences, Simon Fraser University: "Learning about how climate change is framed: insights from public health and water management"
- **Tim Takaro**, Professor, Faculty of Health Sciences, Simon Fraser University: "Climate Change and Health Policy Group"

To learn more and register, email Stephan Iwasawa at stefan.iwasawa@viu.ca.

Upcoming

City of Victoria Youth Council Events



Join us at Esquimalt's first Bike Fest! Meet Youth Council members, check out our PedalBox Bike Art Gallery, enjoy an interactive activity and give your feedback on Victoria's Cycling Master Plan!

May 25th 11am-1:30pm at the Archie Browning Centre

Everything you(th) need to find a job, all in one room! One-on-one resume and cover letter help, employers and youth employees from all major sectors, "What Not to Wear to a Job Interview" and more, all in a casual fair style!

June 4th 4-7pm at the Victoria Event Centre

To find out more, email us at info@cvyc.net.

PHABC's 5th Annual

Public Health Summer School

Date: June 23 – 26

Time: 9:00am – 4:30pm PDT

Main locations: UBC, UVic, UNBC, UBC-Oka

Subsites: Kamloops, Smithers, Fort St. John, Castlegar



Public Health
Association of BC

The [Public Health Summer School](#) welcomes participants from a variety of fields and backgrounds who are working directly or indirectly with public health across the province. The four-day summer school event is divided into two sessions, each over two-days. You can register for one session, but will have the most rewarding experience by attending the full four days.

June 23 and 24 – Supporting and Protecting Health: Promoting Mental Wellness and Addressing Psychoactive Substances

Goal: To build awareness, understanding and skills for promoting and protecting positive well-being by addressing health challenges and using evidence-informed health promoting mechanisms and

implementation strategies related to mental health and substance use.

June 25 and 26 – Strengthening Healthy and Sustainable Communities through Local Government Planning and Public Health Collaboration

Goal: To increase understanding of the key features of healthy and sustainable communities; to increase understanding of the mutually supportive and collaborative roles and activities of local government (municipalities and regional districts) and public health professionals in supporting them and to provide inspiration and ideas for further collaborative action in BC.

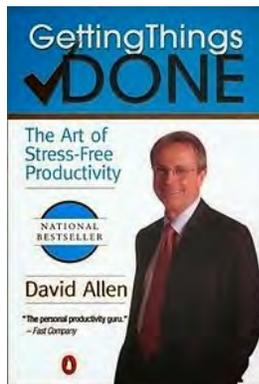
[Register now](#), as space is limited!

THE READ

Recommended by Jodi Mucha

Getting Things Done: The Art of Stress-Free Productivity

By David Allen



In today's world, yesterday's methods just don't work. In *Getting Things Done*, veteran coach and management consultant David Allen shares the breakthrough methods for stress-free performance that he has introduced to tens of thousands of people across the country. Allen's premise is simple: our productivity is directly proportional to our ability to relax. Only when our minds are clear and our thoughts are organized can we achieve effective productivity and unleash our creative potential. In *Getting Things Done* Allen shows how to:

Apply the "do it, delegate it, defer it, drop it" rule to get your in-box to empty. Reassess goals and stay focused in changing situations. Plan projects as well as get them unstuck. Overcome feelings of confusion, anxiety, and being overwhelmed. Feel fine about what you're not doing. From core principles to proven tricks, *Getting Things Done* can transform the way you work, showing you how to pick up the pace without wearing yourself down.

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Posted by BC Healthy Communities at 2:14 PM

No comments:

Wednesday, April 16, 2014

BCHC Newsletter | April 2014

THE NEWS

PHSA and PlanH proudly present

Launch of the Linkages Toolkit

We are pleased to announce the release of a new resource called [Healthy Built Environment Linkages: A Toolkit for Design, Planning & Health](#).

Developed by the [PHSA Population and Public Health team](#) in partnership with the [Healthy Built Environment \(HBE\) Alliance](#), this toolkit is an important resource for anyone involved in healthy built environment work, including community planners and designers, land-use and transportation professionals, public health professionals, and staff or decision-makers in municipal and regional governments.

To learn more about the HBE Linkages Toolkit, please visit the PlanH Website [here](#).



THE COMMUNITY

Civic Governance Forum

Food for Thought: A Feast of Inspiration

By Angela Bello

The more one understands what is really on the table, the more willing one is to dig in! [Food for Thought: Progressive Governance Forum 2014](#) was a feast of inspiration!



Angela and Stacy, BCHC

The theme of this year's [Columbia Institute](#) conference was food security and discussions were framed by the social determinants of health, such as, income, education and literacy, social support, employment and working conditions, culture, and healthy child development (with [Raffi](#) – beloved child advocate and musician), as well as other BCHC focus areas, like political commitment and leadership. Approximately 185 attendees came together from April 4th to 5th in Vancouver, BC to learn from keynote speakers and workshops.

The presenters explained the interconnectivity and processes involved in food systems, land use, and how people access healthy food, without oversimplifying or mystifying the issues. They provided solutions and skills. With this approach, the subject matter no longer felt like a black hole – a deep dark vortex of problems, it became a game; one that you now have fun playing because you know the rules and have tons of great teammates with the courage to play through any kind of weather. When you gain the knowledge about how decisions happen and what actions can work, or develop the skills to mediate a discussion about complex issues, it empowers you to establish a more optimistic viewpoint: we can change and we can learn how to move forward with more people on the positive side of the equation.

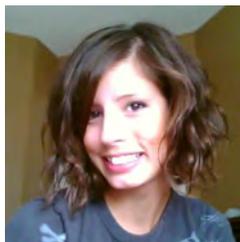
What was so great about this conference? Well, it transcended the regularly forged divisions of who cares about what and how people go about impacting the world; this conference knocked down the harmful reduction of Us versus Them. Solid [research](#) illustrates that there are many common values across political affiliation, a salient notion to building the collective capacity in creating a supportive and sustainable society. Please [click](#) here to find out more or to download presentation resources.

THE CHAMPION

Teen Action Committee of Creston

Ashley Allin-Gareau

When I was interviewed for the Teen Advocate position for the Teen Action Committee, I was asked why I wanted to work with youth. For me, that question has always been a clear and easy one to answer. Like many, I came from a less than perfect upbringing with challenges and hurdles that caused me to think and to think hard. With those experiences came a greater understanding of my peers and what teens face on a day-to-day basis. It is with that understanding that I found my purpose in life, to work with those who are at-risk and need a sense of purpose, something I wish someone would have offered to me at such a crucial stage in development.



Over the past year I have had the exclusive chance of getting to know and understand the youth in the Creston Valley and surrounding area. Personally, I feel fortunate to have been given the opportunity to work with such a spectacular committee of young adults. This talented, passionate group makes up the [Teen Action Committee \(TAC\) of Creston](#); a non-profit teen-based group that was granted \$100,000 over four years from CDYF to provide free, safe events and programming as an alternative to the risky activities that are so readily available to all youth in all areas.

Not only do we aim to provide free, safe events and programs to the youth in the Creston Valley, but we also hold community participation and involvement close to our hearts and we are actively pursuing ways to get involved. The Teen Action Committee has been asked to volunteer at many town based events ranging from the [Blossom Festival](#) to the first annual [Winter Children's Festival](#).

Through these events, our goal is to change the perception of youth in [Creston](#) to a positive one, one that will harbour growth between the age gap that is too prevalent to those in the area.

One major focus for myself, as well as the members of TAC, is to attain a sustainable Youth Centre, a place that is all their own where they can host events. It is so important, if not vital, for youth to feel like they belong in their community and are being heard, all while experiencing a new sense of purpose and direction. Youth need to be challenged but in fun, engaging ways that encourage growth. These things play a huge role in self-identification; without a strong sense of self, it is far easier to succumb to peer pressure and risky behaviours which is what we have seen a lot of in the past. It is our responsibility to arm these youth with the skill sets and tools they will need to become strong, independent, capable and contributing members of society. I am lucky enough to be in a role within the community that can implement these changes or at the very least, create a path for our future generations to see the change they so desire. Creston is on the verge of something great and huge and you can believe that the youth are definitely going to be a part of it.

To learn more about the [Creston Youth Engagement Strategy](#) (YES) project, please contact bchc@bchealthycommunities.ca.

THE ARTICLE

"Alone we can do so little; together we can do so much." ~ Helen Keller

5 Simple Steps for Creating Successful Partnerships

By Amanda Ng

When you think of creating an effective partnership what comes to mind? What would you say are the key ingredients for developing great partnerships around common projects, initiatives and activities in the community or to impact decision-making? Below is a brief overview of some of the key ingredients to consider.

1. Trust and Communication

Trust is an essential ingredient, if not one of the most important factors contributing towards a successful partnership. Trust requires the investment of one's time to build and cultivate a strong foundation (Haynes et al., 2012). The development of trust reduces the uncertainty and perceptions of risk in a relationship where one party is relying on another.

Maintaining the ability to communicate with various stakeholders is an asset to any partnership. For example, a researcher is a valued partner if they can communicate clearly in briefings with policymakers, but also talk to community members without sounding patronizing or using research jargon. The ability to listen and respectfully provide opinions is a significant aspect of communication.

2. Advisory Committees and Degree of Involvement

The creation of advisory committees, composed of relevant stakeholders from the partnership, is viewed as a constructive method to facilitate the partnership process (Campbell, Cornish, & McLean, 2004). Advisory committees increase the opportunity for communication on a frequent basis and build relationships (and trust) over time.

The degree of stakeholder involvement in a partnership directly correlates with partnership success (Campbell, Cornish, & McLean, 2004). All partners need to be involved in the planning and early implementation of the partnership itself. By doing so, it has the potential to reduce any negative impacts down the road as all partners can agree upon priorities, goals, and outcomes from the outset.

3. Flexibility

In the face of shifting priorities, a successful partnership requires all partners to compromise and accommodate. Haynes et al. (2012) looked at partnerships between government stakeholders and academic researchers. A key point in ensuring a successful partnership between both stakeholders from such different domains was the need to be flexible with research design in response to real world demands and pressing timelines (often encountered in a government setting).

4. Formalization of Roles and Training

While it may seem obvious, successful partnerships depend on having defined roles and responsibilities for all participating parties (Lal & Mercier, 2009). It is important to effectively assign roles to all partners by drawing on their strengths and expertise in order to use their time well.

Given that partnerships are often based upon multisectoral collaboration, partners often have different professional backgrounds, which in combination with the discussions about differing perceptions, values and the development of trust, suggests that some awareness development might be helpful. (Campbell, Cornish, & McLean, 2004) states, "resources can release voluntary sector agencies to, for example, enable training for people . . . going to meetings and putting their views across. You can empower people, you can build their confidence and their ability to put their message across."

5. Power

Power, or more specifically power imbalances, has proven to be a monumental hurdle to successful partnerships. Differences in power are inevitable especially when one partner is responsible for funding and resources (Campbell, Cornish, & Mclean, 2004). For the partner that receives the funding, they may be hesitant to be completely honest in critiquing the work being done, in fear of losing funding altogether.

Conclusion

Please note, these are only a few factors that contribute to a successful partnership. The success of a partnership varies according to numerous factors (e.g. stakeholders, funding constraints, time, flexibility), and as such, there is no distinct recipe to a successful partnership. However, the factors listed above provide a starting point for those interested in initiating a partnership or who wish to improve existing ones. .

References

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THE EVENTS

PHABC's 5th Annual

Public Health Summer School



Public Health
Association of BC

Date: June 23 – 26

Time: 9:00am – 4:30pm PDT

Main locations: UBC, UVic, UNBC, UBC-Oka

Subsites: Kamloops, Smithers, Fort St. John, Castlegar

The [Public Health Summer School](#) welcomes participants from a variety of fields and backgrounds who are working directly or indirectly with public health across the province. The four-day summer school event is divided into two sessions, each over two-days. You can register for one session, but will have the most rewarding experience by attending the full four days.

June 23 and 24 – Supporting and Protecting Health: Promoting Mental Wellness and Addressing Psychoactive Substances

Goal: To build awareness, understanding and skills for promoting and protecting positive well-being by addressing health challenges and using evidence-informed health promoting mechanisms and implementation strategies related to mental health and substance use.

June 25 and 26 – Strengthening Healthy and Sustainable Communities through Local Government Planning and Public Health Collaboration

Goal: To increase understanding of the key features of healthy and sustainable communities; to increase understanding of the mutually supportive and collaborative roles and activities of local government (municipalities and regional districts) and public health professionals in supporting them and to provide inspiration and ideas for further collaborative action in BC.

[Register now](#), as space is limited!

Webinar

Northern BC Citizen Series

The fourth in a series of free webinars offered through a partnership between Northern Health and BCHC. We invite advocates and colleagues to this dialogue about critical northern issues, and recognize that community involvement is the cornerstone to healthy people.

When: June 12th at 1:30-3:30 pm PDT

Learn more and [register](#) for [Social Retrofit: Equipping Our Communities to Support Aging in Place](#).

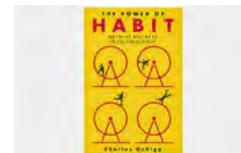
THE READ

Recommended by Jodi Mucha

The Power of Habit: Why We Do What We Do in Life and Business

By Charles Duhigg

In *The Power of Habit*, award-winning New York Times business reporter Charles Duhigg takes us to the thrilling edge of scientific discoveries that explain why habits exist and how they can be changed. With penetrating intelligence and an ability to distill vast amounts of information into engrossing narratives, Duhigg brings to life a whole new understanding of human nature and its potential for transformation.



Posted by BC Healthy Communities at 2:24 PM

No comments:

Thursday, March 20, 2014

BCHC Newsletter | March 2014

THE NEWS

BCHC Co-chair of Planning Committee for the

5th Annual PHABC Public Health Summer School

BC Healthy Communities is co-chair for one of the planning committees for the 5th Annual [PHABC](#) Public Health Conference focused

on public health and private sector collaboration to promote health equity.

BCHC is bringing expertise and ideas for planning two days of learning, dialogue and action focused on "Strengthening Healthy and Sustainable Communities through Local Government Planning and Public Health Collaboration."

The overall four-day 2014 PHABC Summer School agenda:

- **June 23-24** Supporting and Protecting Health: Promoting Mental Wellness and Addressing Psychoactive Substances
- **June 25-26** Strengthening Healthy and Sustainable Communities through Local Government Planning and Public Health Collaboration

Click [here](#) for more information on how to register.

Update

Healthy Communities Capacity Building Grant Round 2



Thank you to all the communities that have submitted applications to [Round 2 of the Healthy Communities Capacity Building Grant](#). We're looking forward to reading all about the great projects that people are planning around the province. In total we had over 150 applications for everything from active transportation strategies to research into young people's recreational needs. We will be letting all communities know if they've been awarded a grant by May 5, 2014.

While you're waiting to find out if your application has been awarded a grant, why not [check out](#) some of the projects that were funded last year.

THE COMMUNITY

City of Victoria Youth Council

2014 Council Meet and Greet

By Kluane Buser-Rivet, Youth Council Coordinator

On the evening of February 27, 2014, Victoria's City Hall hosted a gathering of [City of Victoria Youth Council](#) and [City Council](#) members: our annual Council Meet and Greet. This yearly event sets the stage for members of the Youth Council and City Council to connect, discuss and spark future collaborations. The Meet and Greet began with a presentation by Rob Woodland, Director of Legislative and Regulatory Services, answering the question of "How does the City work?" Then, members of both councils and BCHC's Special Projects Coordinator, Claudia de Haan, introduced themselves and their current projects and interests.

Next, attendees exchanged questions like: "How do you see the Youth Council working with you and City Staff in the coming year?" and "What can we do better for you?" Councillor Shellie Gudgeon encouraged Youth Council members to "challenge City Council to question the long term impact of [their] decisions." When asked how adults can best work to engage youth, Youth Council member Chloe Mumford encouraged all to "not try so hard," saying that an honest, vulnerable and open approach with youth is more effective than trying to be "cool" to relate to young people; a lesson we imagine many parents of adolescents learn first-hand. A great discussion followed this statement where members of both councils shared challenges and advice on how to find the confidence to speak up in large crowds when feeling shy or nervous.



We resolved to meet again in April to continue these discussions and check in on our respective projects. Attendees unanimously agreed that they left the Council Meet and Greet feeling inspired, energized and excited about each other's initiatives.



What next?

To continue to ensure the lines of communication between the Youth and City Council remain open, we have launched a new initiative: Victoria Youth Caucus. Every Wednesday before Council Meetings, all youth are welcome to discuss important and relevant Council Meeting agenda items with Councillor Lisa Helps from 4:15-5:15pm at Habit Coffee on Pandora.

As a result of our discussion on confidence, the Youth Council hosted Councillor Lisa Helps to facilitate a workshop on "Finding Your Voice" at our March 3rd Executive Meeting.

To find out more, email info@cvyc.net or visit:
facebook.com/vicyouthcaucus
facebook.com/victoriayouth

twitter.com/vicyouthcouncil

THE CHAMPION

Town of Gibson's CAO

Emanuel Machado

Emanuel Machado is the Chief Administrative Officer of the [Town of Gibsons](#) and the Chair of the [Canadian Solar Cities Project](#). For over a dozen years, he has worked with communities throughout Canada, promoting a greater use of renewable energy, efficient buildings, water strategies, social plans and sustainability frameworks, all with a focus on people. For examples, see www.planningforpeople.ca.



Emanuel's passion and commitment to creating sustainable communities is evident in his work in the Town of Gibsons. He combined the Official Community Plan, Strategic Plan and Sustainability Plan to create a [hybrid document](#) that balances economic development, the natural environment, and social well-being. It is this integration and balance that has been the key element of the plan; as Emanuel says, "the biggest realization we had was we can't achieve our goals by simply planning each action or each area individually, by oversimplifying 'this is a health issue' or 'that is a housing matter.' There is the understanding that everything is integrated."

More recently, Emanuel has been developing a program for the Town of Gibsons, called Eco-Assets, which recognizes the role of nature as a fundamental part of the municipal infrastructure system, leading to cleaner air, clear water, and a healthier community for all.

Watch this short [video](#) to see Emanuel explain how his community developed a plan for health and wellbeing.

THE ARTICLE

A collaborative approach to sport and arts for students

DASH BC and the BC After School Sport and Arts Initiative

For two days at the end of February, 24 representatives from 11 school districts around BC came together to share their knowledge and to learn about resources and strategies for after school programming. The event was DASH BC's 3rd Annual After School Sport and Arts Initiative Community Forum in [Richmond](#), BC, where after-school program coordinators and delivery staff participated in workshops and presentations on student engagement, physical activity, arts and recreation.

The mission of the [BC After School Sport and Arts Initiative](#) (ASSAI) is to invest in enriched after school programming that enhances each participant's overall health, learning and well-being. ASSAI supports 14 school districts across BC to provide fun, safe, accessible and high-quality programming to students who face barriers to participating in after-school activities. The Initiative is funded by the BC Government through the [Ministry of Community, Sport and Cultural Development](#).

[DASH BC](#) has been a key partner in ASSAI since 2011, contributing to the development of a model for after-school programming that engages hard to reach students and connects them to their school community. DASH BC also facilitates connections among participating school districts by providing centralized support and organizing activities like the Community Forum.

DASH's work is all about supporting BC students to participate in healthy school communities. We use a comprehensive approach with actions in four pillars: school policies, relationships and environments, community partnerships, and teaching and learning. The After School Sport and Arts Initiative is characterized by multiple partners coming together to create welcoming environments for all students to learn sports and art.

DASH was happy to have Jodi Mucha, Executive Director of [BC Healthy Communities](#), deliver a keynote presentation at the ASSAI Community Forum. As Jodi's keynote reminded us, the ASSAI model fits well within the Healthy Communities approach by including multi-sectoral collaboration between the provincial sport and arts sectors, as well as partnership development among school districts, municipalities, community service organizations, and sport and arts organizations. There is healthy public policy that has supported schools opening their doors after regular hours. Furthermore, there is community engagement with programs tailored to local context and culture.

As the Community Engagement Liaison for ASSAI, I noticed how the Community Forum highlighted the benefits and opportunities that come from being part of a linked network:

- Forum attendees came with experience and skills that they shared with others from around the province; for example, some raised the challenges they are facing and received input from others who had worked on similar projects (e.g., how to structure drop-in programs, inclusion of students with disabilities).

- DASH connected attendees with resources from partner organizations and relevant initiatives, including [BC Recreation and Parks Association](#), [ArtStarts](#), [Action Schools! BC](#).
- The Forum was a reminder to those on the ground that they are part of a larger community of support, which was particularly important for those working in rural or remote communities.

DASH facilitated learning and sharing, taking advantage of the collective knowledge and experience of those attending the Forum. As attendees headed home from Richmond, I hope they knew that their communities are not solitary dots on a map, but connected to colleagues across the province, working together to support students.

For more information on ASSAI and to view a video of students in action, click [here](#).



THE EVENTS

Workshop

Resilient Neighbourhoods: Engaging Our Neighbours

When: March 27th from 6:30-9:00pm PST in Saanich
Where: Bell Irving Room, [Saanich Neighbourhood Place](#)
 (Pearkes Building at 3100 Tillicum Rd.)

This is the third workshop in a series dedicated to community engagement and leadership for residents and business owners from Saanich to Vic West.

[Register](#) for the workshop.

Webinar

Smoke-Free Outdoor Places

When: April 8th at 9:00-10:00am PST

Join us online to learn more about smoke-free and tobacco-free policies, and hear about how some BC communities have implemented local bylaws and programs to promote smoke-free outdoor places, such as the [City of Pemberton](#) and the [City of Kelowna](#).

Presenters: [Ryan David Kennedy](#), Sheena Fraser, and Ian Wilson.

Presented by the [Clean Air Coalition of BC](#) (comprised of the [BC Lung Association](#) and the [Heart and Stroke Foundation of BC and Yukon](#)), in collaboration with [PlanH](#) (a partnership of [BC Healthy Communities](#) and [Healthy Families BC](#)).

[Register](#) for the webinar.

Conference

Building Intersections for Vibrant Rural Communities: Research on Health, Wellness and Place

When: April 10-11th
Where: [Manteo Waterfront Resort](#), Kelowna

The [2014 Rural Health Services Research Conference](#) will focus on intersections among research, practice and policy for healthy build environments.

Keynote Speakers:

- Dr. Michael Hayes, University of Victoria - Diversity, Health and Place
- Dr. Verena Menec, University of Manitoba - Age, Health and Place
- Ms. Sue Shikaze and Ms. Kate Hall, Haliburton, Kawartha and Pine Ridge District Health - Haliburton Communities in Action

[Register](#) for the conference.

Webinar**Northern BC Citizen Series**

These free webinars are offered through a partnership between Northern Health and BCHC. We invite advocates and colleagues to this dialogue about critical northern issues, and recognize that community involvement is the cornerstone to healthy people.

When: April 24th at 1:30-3:30 pm PST

Learn more and [register](#) for **Too Much of a Good Thing? Social Impacts of Rapid Industrial Growth in Rural Communities.**

When: June 12th at 1:30-3:30 pm PST

Learn more and [register](#) for **Social Retrofit: Equipping Our Communities to Support Aging in Place.**

THE READ

Recommended by Jodi Mucha

The Social Labs Revolution: A New Approach to Solving Our Most Complex Challenges

By Zaid Hassan

"Hassan blends a clarity of vision, and a refusal to pretend that simple solutions are adequate to address complex problems, with practical examples of what can be done. This book should be compulsory reading for anyone whose ambition is to change the systems that perpetuate poverty and inequality rather than just to mitigate the symptoms."

~ Kate Wareing, Head of Innovation and Learning, [Oxfam GB](#)



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Posted by BC Healthy Communities at 9:35 AM

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DISTRICT OF PORT HARDY
PO Box 68
7360 Columbia Street
Port Hardy, BC V0N 2P0
Tel: 250-949-6665 Fax: 250-949-7433
Email: general@porthardy.ca

May 22, 2014

FOR IMMEDIATE RELEASE

Contact: Patti Smedley, 250/949-6665

Mayor Parnham: May 2, 1952- May 21, 2014

It is with great sadness that the District of Port Hardy announces the passing of Mayor Bev Parnham on May 21, 2014 in Nanaimo, BC.

Born and raised in Vancouver, Mayor Parnham completed high school in the Comox Valley before moving to Port Hardy in 1978. As a long-time resident, Mayor Parnham was first elected to municipal Council in 1989. She has served on the Board of the Regional District of Mount Waddington, as well as on many local, regional and provincial committees. In her second term as Mayor, Bev continued to put her enthusiasm for Port Hardy to work to improve the local economy by encouraging investment, and by providing the infrastructure and services necessary to encourage jobs and improve quality of life for residents.

"It has been a great privilege to work with Bev for more than 10 years," said District of Port Hardy CAO Rick Davidge. "Her enthusiasm for economic development and community sustainability has helped to move the community forward during its difficult transition after the close of the BHP mine."

"I am honoured to have been her colleague and friend," he continued. "She will be greatly missed by all who knew her."

Mayor Parnham's family would like to thank the community for their continued support over the last five months during Bev's brief illness. Her greatest joy and proudest moments were spending time with her three daughters, Kendra Parnham-Hill, Brittany Exner, and Leah Kos, and her six grandchildren, large extended family and many close friends.

The District will respect the wishes of Bev's family and will be in contact with them in terms of information that is released to the media and public alike. This will include the date and time for any service that may be conducted.



The voice of British Columbia local government.

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News Release: Canada, BC & UBCM Sign Renewed Gas Tax Agreement

May 22, 2014

FEDERAL FUNDING NOW AVAILABLE FOR BRITISH COLUMBIA COMMUNITIES

Canada's Gas Tax Fund supports local infrastructure priorities throughout British Columbia

May 22, 2014 Vancouver, British Columbia

The Honourable James Moore, Minister of Industry and Minister Responsible for British Columbia, the Honourable Coralee Oakes, Minister of Community, Sport and Cultural Development for British Columbia, and Rhona Martin, President of the Union of British Columbia Municipalities, celebrated today an agreement for the renewed federal Gas Tax Fund that provides predictable, stable funding for public infrastructure across British Columbia.

The federal Gas Tax Fund provides local governments with the flexibility to choose and plan infrastructure projects based on their specific priorities. The renewed agreements will govern the flow of federal funds to each province and territory over the next 10 years, from 2014-15 until 2023-24.

Since 2006, significant improvements have been made to the Gas Tax Fund; it has been extended, doubled, indexed and made permanent. By enshrining these commitments in legislation, provinces, territories and local governments are assured of an ongoing funding stream to address community infrastructure needs and priorities.

Under the renewed Gas Tax Fund, eligible categories have also been expanded, providing local governments with more flexibility than ever before to support local infrastructure.

With this agreement the Government of Canada is ensuring a seamless transition to the New Building Canada Plan, the largest long-term federal commitment to investing in Canada's public infrastructure in our nation's history.

Quick Facts

· Canada's Gas Tax Fund transfer has provided \$13 billion to Canadian communities to date. Over the 10-year life of the New Building Canada Plan from 2014 to 2024, the Gas Tax Fund will provide close to \$22 billion in funding for local governments.

· In total, the New Building Canada Plan will provide \$53 billion in funding to communities across the country over the next decade. For British Columbia, this represents almost \$3.9 billion in dedicated federal funding, including almost \$1.1 billion under the New Building Canada Fund and an estimated \$2.76 billion under the federal Gas Tax Fund*. British Columbia also stands to benefit from the Government of Canada's following national funding programs:

- \$4 billion available across the country for projects of national significance,
- \$1.25 billion in additional funding available for public-private partnerships (P3) projects,
- \$10.4 billion via the GST Rebate, which provides local governments across the country with additional resources to address their infrastructure priorities.

· Between 2006 and 2012, British Columbia's local governments benefitted from funding from the Gas Tax Fund Agreement to support nearly 2000 local infrastructure projects. For example, during the last construction season, the federal Gas Tax Fund supported:

- \$28.5 million to refurbish 114 SkyTrain TransLink vehicles in Vancouver;
- \$1.68 million for an expanded, renovated recycling Centre in Ladysmith, Cowichan Valley Regional District;
- \$1.2 million for green energy projects in Fort St. John; and
- \$600,000 for roundabout construction on Summerland's main traffic corridor.

· Eligible investment categories under this Fund include: drinking water; wastewater; solid waste; public transit; community energy systems; local roads and bridges; capacity building; disaster mitigation; broadband connectivity; highways; short-line rail; short-sea shipping; brownfield redevelopment; regional and local airports; and projects supporting culture, tourism, sport and recreation.

· A funding table is now available for all local governments in British Columbia receiving allocated funds: <http://ow.ly/x9xF3>

· The Union of British Columbia Municipalities (UBCM) administers the Gas Tax Fund in BC, in collaboration with Canada and British Columbia.

Quotes

"Our Government's commitment to communities has never been stronger. Through our unprecedented financial support for public infrastructure, we are ensuring communities across the country enjoy a high standard of living, new economic opportunities, and a safe, healthy environment.

We are proud to support economic growth across British Columbia by supporting your infrastructure priorities through the federal Gas Tax Fund. We are very pleased to have reached an agreement with British Columbia and the Union of British Columbia Municipalities, which will make this important funding available and allow communities to address their specific infrastructure priorities."

The Honourable James Moore,

Minister of Industry and Minister Responsible for British Columbia

on behalf of the Honourable Denis Lebel, Minister of Infrastructure, Communities, and Intergovernmental Affairs and Minister of the Economic Development Agency of Canada for the Regions of Quebec

"Renewing the Gas Tax Agreement sustains support for key local infrastructure projects in British Columbia over the next ten years. Achieved by a partnership between the Government of British Columbia, the Union of British Columbia Municipalities and the Government of Canada, the agreement provides significant funding to help B.C. communities continue to prosper as great places to live, work, invest, play and visit."

The Honourable Coralee Oakes

Minister of Community, Sport and Cultural Development

"Community infrastructure is a cornerstone for the quality of life in British Columbia. By transferring \$2.76 billion to local governments over the next decade, the federal Gas Tax Fund is making a significant contribution to the core infrastructure in our communities. The Gas Tax Fund has already supported more than 2000 local projects in BC. This new agreement will help build thousands more."

Rhona Martin

UBCM President

Associated Links

Learn more about the federal Gas Tax Fund: www.infrastructure.gc.ca/plan/gtf-fte-eng.html.

Read the new Canada-British Columbia federal Gas Tax Fund agreement: www.infrastructure.gc.ca/prog/agreements-ententes/gtf-fte/2014-bc-eng.html

- 30 -

Contacts

Vincent Rabault
Press Secretary
Office of the Minister of Infrastructure, Communities and Intergovernmental Affairs and
Minister of the Economic Development Agency of Canada for the Regions of Quebec
613-943-1838

Gillian Rhodes
Communications Manager
Ministry of Community, Sport and Cultural Development
250-356-6334

Paul Taylor
Director of Communications
UBCM
250-356-2938

Infrastructure Canada
613-960-9251
Toll free: 1-877-250-7154
media@infc.gc.ca

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***NOTE:** GTF funding by jurisdiction for the first five years (2014-2019) is based on 2011 Census data. GTF funding for 2019-2024 will be based on 2016 Census data. For illustrative purposes, Census 2011 data has been used for all 10 years. Due to the indexation of the GTF, funding for 2019-2024 is expected to be at least equal to GTF funding for the first five years.

**Union of BC Municipalities
Gas Tax Agreement Community Works Fund Allocations
Year 1 - Year 5**

Recipient Name	Year 1 2014/15	Projected Year 2 2015/16	Projected Year 3 2016/17	Projected Year 4 2017/18	Projected Year 5 2018/19
100 Mile House	\$ 125,771.59	\$ 125,771.59	\$ 132,060.22	\$ 132,060.22	\$ 138,459.69
Abbotsford	\$ 5,413,350.87	\$ 5,413,350.87	\$ 5,684,021.83	\$ 132,060.22	\$ 5,953,815.88
Alberni-Clayoquot	\$ 444,325.63	\$ 444,325.63	\$ 466,542.16	\$ 466,542.16	\$ 488,810.03
Alert Bay	\$ 67,878.24	\$ 67,878.24	\$ 71,272.16	\$ 71,272.16	\$ 74,787.74
Anmore	\$ 55,972.13	\$ 55,972.13	\$ 58,770.74	\$ 58,770.74	\$ 61,694.23
Armstrong	\$ 243,446.55	\$ 243,446.55	\$ 255,619.00	\$ 255,619.00	\$ 267,880.32
Ashcroft	\$ 115,406.23	\$ 115,406.23	\$ 121,176.58	\$ 121,176.58	\$ 127,059.72
Barriere	\$ 121,231.72	\$ 121,231.72	\$ 127,293.35	\$ 127,293.35	\$ 133,466.68
Belcarra	\$ 51,838.46	\$ 51,838.46	\$ 54,430.38	\$ 54,430.38	\$ 57,147.27
Bowen Island	\$ 59,711.85	\$ 59,711.85	\$ 62,697.45	\$ 62,697.45	\$ 65,807.84
Bulkley-Nechako	\$ 838,932.49	\$ 838,932.49	\$ 880,879.62	\$ 880,879.62	\$ 922,804.37
Burnaby	\$ 687,230.84	\$ 687,230.84	\$ 721,592.76	\$ 721,592.76	\$ 756,066.42
Burns Lake	\$ 131,516.73	\$ 131,516.73	\$ 138,092.62	\$ 138,092.62	\$ 144,778.28
Cache Creek	\$ 91,782.85	\$ 91,782.85	\$ 96,372.02	\$ 96,372.02	\$ 101,078.38
Campbell River	\$ 1,302,922.99	\$ 1,302,922.99	\$ 1,368,069.94	\$ 1,368,069.94	\$ 1,433,107.83
Canal Flats	\$ 78,725.71	\$ 78,725.71	\$ 82,662.01	\$ 82,662.01	\$ 86,717.95
Capital	\$ 1,043,748.80	\$ 1,043,748.80	\$ 1,095,936.87	\$ 1,095,936.87	\$ 1,148,064.31
Cariboo	\$ 1,633,811.01	\$ 1,633,811.01	\$ 1,715,502.56	\$ 1,715,502.56	\$ 1,797,023.26
Castlegar	\$ 364,014.18	\$ 364,014.18	\$ 382,215.08	\$ 382,215.08	\$ 400,482.33
Central Coast	\$ 178,803.67	\$ 178,803.67	\$ 187,743.93	\$ 187,743.93	\$ 196,785.13
Central Kootenay	\$ 1,269,737.76	\$ 1,269,737.76	\$ 1,333,225.43	\$ 1,333,225.43	\$ 1,396,610.24
Central Okanagan	\$ 641,669.24	\$ 641,669.24	\$ 673,753.08	\$ 673,753.08	\$ 705,851.39
Central Saanich	\$ 690,241.80	\$ 690,241.80	\$ 724,754.30	\$ 724,754.30	\$ 759,272.19
Chase	\$ 150,238.66	\$ 150,238.66	\$ 157,750.66	\$ 157,750.66	\$ 165,368.93
Chetwynd	\$ 155,863.27	\$ 155,863.27	\$ 163,656.51	\$ 163,656.51	\$ 171,554.96
Chilliwack	\$ 3,181,142.37	\$ 3,181,142.37	\$ 3,340,201.48	\$ 3,340,201.48	\$ 3,498,800.68
Clearwater	\$ 143,649.83	\$ 143,649.83	\$ 150,832.38	\$ 150,832.38	\$ 158,122.43
Clinton	\$ 75,551.82	\$ 75,551.82	\$ 79,329.43	\$ 79,329.43	\$ 83,227.26
Coldstream	\$ 464,373.36	\$ 464,373.36	\$ 487,592.30	\$ 487,592.30	\$ 510,858.82
Columbia Shuswap	\$ 844,155.35	\$ 844,155.35	\$ 886,363.62	\$ 886,363.62	\$ 928,548.54
Colwood	\$ 696,549.40	\$ 696,549.40	\$ 731,377.28	\$ 731,377.28	\$ 766,209.39
Comox	\$ 597,475.84	\$ 597,475.84	\$ 627,349.98	\$ 627,349.98	\$ 657,246.85
Comox Valley	\$ 950,500.73	\$ 950,500.73	\$ 998,026.34	\$ 998,026.34	\$ 1,045,508.73
Coquitlam	\$ 410,999.84	\$ 410,999.84	\$ 431,550.05	\$ 431,550.05	\$ 452,217.74
Courtenay	\$ 1,018,196.98	\$ 1,018,196.98	\$ 1,069,107.45	\$ 1,069,107.45	\$ 1,119,962.05
Cowichan Valley	\$ 1,484,196.27	\$ 1,484,196.27	\$ 1,558,407.00	\$ 1,558,407.00	\$ 1,632,474.81
Cranbrook	\$ 826,156.58	\$ 826,156.58	\$ 867,464.91	\$ 867,464.91	\$ 908,753.24
Creston	\$ 263,172.88	\$ 263,172.88	\$ 276,331.66	\$ 276,331.66	\$ 289,575.62
Cumberland	\$ 186,517.42	\$ 186,517.42	\$ 195,843.38	\$ 195,843.38	\$ 205,268.84
Dawson Creek	\$ 515,356.47	\$ 515,356.47	\$ 541,124.59	\$ 541,124.59	\$ 566,930.78
Delta	\$ 335,083.57	\$ 335,083.57	\$ 351,837.91	\$ 351,837.91	\$ 368,711.33
Duncan	\$ 248,147.12	\$ 248,147.12	\$ 260,554.61	\$ 260,554.61	\$ 273,050.07
East Kootenay	\$ 677,907.82	\$ 677,907.82	\$ 711,803.61	\$ 711,803.61	\$ 745,707.11
Elkford	\$ 151,363.58	\$ 151,363.58	\$ 158,931.83	\$ 158,931.83	\$ 166,606.14
Enderby	\$ 167,795.49	\$ 167,795.49	\$ 176,185.34	\$ 176,185.34	\$ 184,678.19
Esquimalt	\$ 701,209.80	\$ 701,209.80	\$ 736,270.70	\$ 736,270.70	\$ 771,334.96
Fernie	\$ 228,702.03	\$ 228,702.03	\$ 240,137.24	\$ 240,137.24	\$ 251,664.08
Fort St. James	\$ 117,937.30	\$ 117,937.30	\$ 123,834.21	\$ 123,834.21	\$ 129,843.43
Fort St. John	\$ 797,631.75	\$ 797,631.75	\$ 837,513.82	\$ 837,513.82	\$ 877,381.22
Fraser-Fort George	\$ 644,280.67	\$ 644,280.67	\$ 676,495.08	\$ 676,495.08	\$ 708,723.47
Fraser Lake	\$ 96,885.18	\$ 96,885.18	\$ 101,729.47	\$ 101,729.47	\$ 106,690.00
Fraser Valley	\$ 718,244.34	\$ 718,244.34	\$ 754,156.99	\$ 754,156.99	\$ 790,069.80
Fruitvale	\$ 130,994.44	\$ 130,994.44	\$ 137,544.22	\$ 137,544.22	\$ 144,203.86
Gibsons	\$ 228,260.09	\$ 228,260.09	\$ 239,673.21	\$ 239,673.21	\$ 251,178.03
Gold River	\$ 100,902.76	\$ 100,902.76	\$ 105,947.93	\$ 105,947.93	\$ 111,108.59
Golden	\$ 198,690.69	\$ 198,690.69	\$ 208,625.32	\$ 208,625.32	\$ 218,657.18
Grand Forks	\$ 210,100.63	\$ 210,100.63	\$ 220,605.76	\$ 220,605.76	\$ 231,205.98
Granisle	\$ 62,173.27	\$ 62,173.27	\$ 65,281.94	\$ 65,281.94	\$ 68,513.34
Greenwood	\$ 78,444.48	\$ 78,444.48	\$ 82,366.72	\$ 82,366.72	\$ 86,408.65
GVRD	\$ 110,317.94	\$ 110,317.94	\$ 115,833.88	\$ 115,833.88	\$ 121,473.55
Harrison Hot Springs	\$ 108,978.10	\$ 108,978.10	\$ 114,427.04	\$ 114,427.04	\$ 119,989.96
Hazelton	\$ 60,847.47	\$ 60,847.47	\$ 63,889.85	\$ 63,889.85	\$ 67,055.20
Highlands	\$ 135,172.73	\$ 135,172.73	\$ 141,931.42	\$ 141,931.42	\$ 148,799.20
Hope	\$ 289,809.44	\$ 289,809.44	\$ 304,300.07	\$ 304,300.07	\$ 318,870.90
Houston	\$ 176,433.29	\$ 176,433.29	\$ 185,255.04	\$ 185,255.04	\$ 194,178.16
Hudson's Hope	\$ 88,970.54	\$ 88,970.54	\$ 93,419.09	\$ 93,419.09	\$ 97,985.37

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Union of BC Municipalities
Gas Tax Agreement Community Works Fund Allocations
Year 1 - Year 5

Recipient Name	Year 1 2014/15	Projected Year 2 2015/16	Projected Year 3 2016/17	Projected Year 4 2017/18	Projected Year 5 2018/19
Invermere	\$ 168,719.54	\$ 168,719.54	\$ 177,155.59	\$ 177,155.59	\$ 185,694.46
Jumbo	\$ 50,000.00	\$ 50,000.00	\$ 52,500.00	\$ 52,500.00	\$ 55,125.00
Kamloops	\$ 3,492,183.54	\$ 3,492,183.54	\$ 3,666,794.91	\$ 3,666,794.91	\$ 3,840,888.26
Kaslo	\$ 91,220.39	\$ 91,220.39	\$ 95,781.43	\$ 95,781.43	\$ 100,459.78
Kelowna	\$ 4,763,105.29	\$ 4,763,105.29	\$ 5,001,263.56	\$ 5,001,263.56	\$ 5,238,666.39
Kent	\$ 277,555.82	\$ 277,555.82	\$ 291,433.76	\$ 291,433.76	\$ 305,394.18
Keremeos	\$ 103,433.83	\$ 103,433.83	\$ 108,605.56	\$ 108,605.56	\$ 113,892.30
Kimberley	\$ 317,249.53	\$ 317,249.53	\$ 333,112.17	\$ 333,112.17	\$ 349,049.90
Kitimat	\$ 384,865.42	\$ 384,865.42	\$ 404,108.91	\$ 404,108.91	\$ 423,414.84
Kitimat-Stikine	\$ 697,232.39	\$ 697,232.39	\$ 732,094.42	\$ 732,094.42	\$ 766,960.55
Kootenay Boundary	\$ 443,240.88	\$ 443,240.88	\$ 465,403.18	\$ 465,403.18	\$ 487,617.01
Ladysmith	\$ 368,232.64	\$ 368,232.64	\$ 386,644.47	\$ 386,644.47	\$ 405,121.86
Lake Country	\$ 520,378.45	\$ 520,378.45	\$ 546,397.67	\$ 546,397.67	\$ 572,454.03
Lake Cowichan	\$ 169,482.88	\$ 169,482.88	\$ 177,957.10	\$ 177,957.10	\$ 186,534.00
Langford	\$ 1,224,258.74	\$ 1,224,258.74	\$ 1,285,472.43	\$ 1,285,472.43	\$ 1,346,591.75
Langley, Township	\$ 347,398.94	\$ 347,398.94	\$ 364,769.07	\$ 364,769.07	\$ 382,258.00
Langley, City	\$ 121,599.90	\$ 121,599.90	\$ 127,679.94	\$ 127,679.94	\$ 133,883.49
Lantzville	\$ 194,673.11	\$ 194,673.11	\$ 204,406.86	\$ 204,406.86	\$ 214,238.58
Lillooet	\$ 143,288.24	\$ 143,288.24	\$ 150,452.72	\$ 150,452.72	\$ 157,724.76
Lions Bay	\$ 53,762.56	\$ 53,762.56	\$ 56,450.69	\$ 56,450.69	\$ 59,263.74
Logan Lake	\$ 133,284.47	\$ 133,284.47	\$ 139,948.74	\$ 139,948.74	\$ 146,722.46
Lumby	\$ 119,544.34	\$ 119,544.34	\$ 125,521.60	\$ 125,521.60	\$ 131,610.87
Lytton	\$ 59,160.09	\$ 59,160.09	\$ 62,118.10	\$ 62,118.10	\$ 65,199.40
Mackenzie	\$ 190,896.59	\$ 190,896.59	\$ 200,441.50	\$ 200,441.50	\$ 210,085.10
Maple Ridge	\$ 267,109.19	\$ 267,109.19	\$ 280,464.78	\$ 280,464.78	\$ 293,940.85
Masset	\$ 85,515.42	\$ 85,515.42	\$ 89,791.21	\$ 89,791.21	\$ 94,185.37
McBride	\$ 73,543.03	\$ 73,543.03	\$ 77,220.19	\$ 77,220.19	\$ 81,017.96
Merritt	\$ 335,770.58	\$ 335,770.58	\$ 352,559.29	\$ 352,559.29	\$ 369,419.62
Metchosin	\$ 242,964.44	\$ 242,964.44	\$ 255,112.79	\$ 255,112.79	\$ 267,350.09
Midway	\$ 77,078.50	\$ 77,078.50	\$ 80,932.44	\$ 80,932.44	\$ 84,906.33
Mission	\$ 1,513,444.26	\$ 1,513,444.26	\$ 1,589,117.41	\$ 1,589,117.41	\$ 1,664,642.17
Montrose	\$ 91,381.09	\$ 91,381.09	\$ 95,950.17	\$ 95,950.17	\$ 100,636.52
Mount Waddington	\$ 200,378.08	\$ 200,378.08	\$ 210,397.08	\$ 210,397.08	\$ 220,512.99
Nakusp	\$ 113,035.85	\$ 113,035.85	\$ 118,687.69	\$ 118,687.69	\$ 124,452.75
Nanaimo, City	\$ 3,417,135.11	\$ 3,417,135.11	\$ 3,587,994.01	\$ 3,587,994.01	\$ 3,758,348.91
Nanaimo, Regional District	\$ 1,596,728.73	\$ 1,596,728.73	\$ 1,676,566.15	\$ 1,676,566.15	\$ 1,756,239.63
Nelson	\$ 460,998.59	\$ 460,998.59	\$ 484,048.79	\$ 484,048.79	\$ 507,147.20
New Denver	\$ 70,248.61	\$ 70,248.61	\$ 73,761.05	\$ 73,761.05	\$ 77,394.72
New Hazelton	\$ 76,757.09	\$ 76,757.09	\$ 80,594.96	\$ 80,594.96	\$ 84,552.84
New Westminster	\$ 238,344.77	\$ 238,344.77	\$ 250,262.12	\$ 250,262.12	\$ 262,300.55
North Cowichan	\$ 1,207,344.72	\$ 1,207,344.72	\$ 1,267,712.70	\$ 1,267,712.70	\$ 1,327,989.47
North Okanagan	\$ 782,806.88	\$ 782,806.88	\$ 821,947.69	\$ 821,947.69	\$ 861,076.61
North Saanich	\$ 495,509.62	\$ 495,509.62	\$ 520,285.38	\$ 520,285.38	\$ 545,102.93
North Vancouver, District	\$ 290,974.88	\$ 290,974.88	\$ 305,523.76	\$ 305,523.76	\$ 320,192.63
North Vancouver, City	\$ 187,587.37	\$ 187,587.37	\$ 196,966.82	\$ 196,966.82	\$ 206,468.41
Northern Rockies	\$ 274,100.70	\$ 274,100.70	\$ 287,805.88	\$ 287,805.88	\$ 301,594.19
Oak Bay	\$ 773,767.32	\$ 773,767.32	\$ 812,456.15	\$ 812,456.15	\$ 851,134.77
Okanagan-Similkameen	\$ 968,499.50	\$ 968,499.50	\$ 1,016,925.06	\$ 1,016,925.06	\$ 1,065,304.04
Oliver	\$ 243,808.13	\$ 243,808.13	\$ 255,998.67	\$ 255,998.67	\$ 268,277.99
Osoyoos	\$ 244,651.83	\$ 244,651.83	\$ 256,884.54	\$ 256,884.54	\$ 269,205.90
Parksville	\$ 531,185.74	\$ 531,185.74	\$ 557,745.34	\$ 557,745.34	\$ 584,340.04
Peace River	\$ 912,333.71	\$ 912,333.71	\$ 957,950.94	\$ 957,950.94	\$ 1,003,532.09
Peachland	\$ 258,914.24	\$ 258,914.24	\$ 271,860.09	\$ 271,860.09	\$ 284,891.91
Pemberton	\$ 145,176.51	\$ 145,176.51	\$ 152,435.39	\$ 152,435.39	\$ 159,801.50
Penticton	\$ 1,370,860.29	\$ 1,370,860.29	\$ 1,439,404.15	\$ 1,439,404.15	\$ 1,507,826.26
Pitt Meadows	\$ 100,631.79	\$ 100,631.79	\$ 105,663.41	\$ 105,663.41	\$ 110,818.97
Port Alberni	\$ 762,839.50	\$ 762,839.50	\$ 800,981.93	\$ 800,981.93	\$ 839,116.19
Port Alice	\$ 82,341.53	\$ 82,341.53	\$ 86,458.63	\$ 86,458.63	\$ 90,694.68
Port Clements	\$ 65,186.46	\$ 65,186.46	\$ 68,445.79	\$ 68,445.79	\$ 71,827.29
Port Coquitlam	\$ 210,842.14	\$ 210,842.14	\$ 221,384.34	\$ 221,384.34	\$ 232,048.19
Port Edward	\$ 71,855.64	\$ 71,855.64	\$ 75,448.44	\$ 75,448.44	\$ 79,162.15
Port Hardy	\$ 211,024.67	\$ 211,024.67	\$ 221,576.01	\$ 221,576.01	\$ 232,222.26
Port McNeill	\$ 150,640.42	\$ 150,640.42	\$ 158,172.50	\$ 158,172.50	\$ 165,810.79
Port Moody	\$ 144,135.27	\$ 144,135.27	\$ 151,342.09	\$ 151,342.09	\$ 158,671.95
Pouce Coupe	\$ 79,649.75	\$ 79,649.75	\$ 83,632.26	\$ 83,632.26	\$ 87,734.23
Powell River, City	\$ 578,914.61	\$ 578,914.61	\$ 607,860.68	\$ 607,860.68	\$ 636,832.94

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**Gas Tax Agreement Community Works Fund Allocations
Year 1 - Year 5**

Recipient Name	Year 1 2014/15	Projected Year 2 2015/16	Projected Year 3 2016/17	Projected Year 4 2017/18	Projected Year 5 2018/19
Powell River, Regional District	\$ 319,941.31	\$ 319,941.31	\$ 335,938.54	\$ 335,938.54	\$ 352,010.35
Prince George	\$ 2,941,614.16	\$ 2,941,614.16	\$ 3,088,696.71	\$ 3,088,696.71	\$ 3,235,364.09
Prince Rupert	\$ 552,519.10	\$ 552,519.10	\$ 580,145.38	\$ 580,145.38	\$ 607,802.78
Princeton	\$ 159,438.92	\$ 159,438.92	\$ 167,410.94	\$ 167,410.94	\$ 175,487.51
Qualicum Beach	\$ 399,007.31	\$ 399,007.31	\$ 418,957.90	\$ 418,957.90	\$ 438,968.29
Queen Charlotte	\$ 87,925.97	\$ 87,925.97	\$ 92,322.29	\$ 92,322.29	\$ 96,836.53
Quesnel	\$ 452,039.39	\$ 452,039.39	\$ 474,641.61	\$ 474,641.61	\$ 497,293.74
Radium Hot Springs	\$ 81,216.61	\$ 81,216.61	\$ 85,277.46	\$ 85,277.46	\$ 89,457.48
Revelstoke	\$ 336,815.15	\$ 336,815.15	\$ 353,656.09	\$ 353,656.09	\$ 370,568.45
Richmond	\$ 593,752.16	\$ 593,752.16	\$ 623,440.09	\$ 623,440.09	\$ 653,241.71
Rossland	\$ 192,865.20	\$ 192,865.20	\$ 202,508.55	\$ 202,508.55	\$ 212,250.21
Saanich	\$ 4,459,376.12	\$ 4,459,376.12	\$ 4,682,347.74	\$ 4,682,347.74	\$ 4,904,620.66
Salmo	\$ 95,760.25	\$ 95,760.25	\$ 100,548.30	\$ 100,548.30	\$ 105,452.79
Salmon Arm	\$ 751,630.45	\$ 751,630.45	\$ 789,212.41	\$ 789,212.41	\$ 826,788.32
Sayward	\$ 62,735.73	\$ 62,735.73	\$ 65,872.53	\$ 65,872.53	\$ 69,131.94
Sechelt	\$ 423,273.50	\$ 423,273.50	\$ 444,437.42	\$ 444,437.42	\$ 465,656.60
Sechelt Indian	\$ 82,903.99	\$ 82,903.99	\$ 87,049.21	\$ 87,049.21	\$ 91,313.29
Sicamous	\$ 148,069.17	\$ 148,069.17	\$ 155,472.69	\$ 155,472.69	\$ 162,982.89
Sidney	\$ 499,085.27	\$ 499,085.27	\$ 524,039.82	\$ 524,039.82	\$ 549,035.48
Silverton	\$ 57,834.28	\$ 57,834.28	\$ 60,726.00	\$ 60,726.00	\$ 63,741.26
Skeena-Queen Charlotte	\$ 191,659.93	\$ 191,659.93	\$ 201,243.01	\$ 201,243.01	\$ 210,924.64
Slocan	\$ 61,892.04	\$ 61,892.04	\$ 64,986.65	\$ 64,986.65	\$ 68,204.04
Smithers	\$ 267,110.11	\$ 267,110.11	\$ 280,465.75	\$ 280,465.75	\$ 293,905.84
Sooke	\$ 509,410.45	\$ 509,410.45	\$ 534,881.27	\$ 534,881.27	\$ 560,391.26
Spallumcheen	\$ 253,088.75	\$ 253,088.75	\$ 265,743.32	\$ 265,743.32	\$ 278,484.94
Sparwood	\$ 197,324.72	\$ 197,324.72	\$ 207,191.05	\$ 207,191.05	\$ 217,154.85
Squamish	\$ 739,336.65	\$ 739,336.65	\$ 776,303.92	\$ 776,303.92	\$ 813,267.42
Squamish-Lillooet	\$ 311,062.45	\$ 311,062.45	\$ 326,615.74	\$ 326,615.74	\$ 342,245.26
Stewart	\$ 69,846.85	\$ 69,846.85	\$ 73,339.21	\$ 73,339.21	\$ 76,952.86
Strathcona	\$ 453,405.37	\$ 453,405.37	\$ 476,075.89	\$ 476,075.89	\$ 498,796.06
Summerland	\$ 503,183.20	\$ 503,183.20	\$ 528,342.65	\$ 528,342.65	\$ 553,542.44
Sun Peaks	\$ 64,905.23	\$ 64,905.23	\$ 68,150.50	\$ 68,150.50	\$ 71,517.98
Sunshine Coast	\$ 616,237.95	\$ 616,237.95	\$ 647,050.20	\$ 647,050.20	\$ 677,881.69
Surrey	\$ 1,386,737.98	\$ 1,386,737.98	\$ 1,456,075.68	\$ 1,456,075.68	\$ 1,525,510.54
Tahsis	\$ 62,695.56	\$ 62,695.56	\$ 65,830.34	\$ 65,830.34	\$ 69,087.76
Taylor	\$ 105,161.39	\$ 105,161.39	\$ 110,419.50	\$ 110,419.50	\$ 115,792.30
Telkwa	\$ 104,237.35	\$ 104,237.35	\$ 109,449.25	\$ 109,449.25	\$ 114,776.02
Terrace	\$ 511,459.42	\$ 511,459.42	\$ 537,032.68	\$ 537,032.68	\$ 562,644.75
Thompson-Nicola	\$ 978,342.57	\$ 978,342.57	\$ 1,027,260.29	\$ 1,027,260.29	\$ 1,076,129.59
Tofino	\$ 125,369.83	\$ 125,369.83	\$ 131,638.37	\$ 131,638.37	\$ 138,017.83
Trail	\$ 358,590.44	\$ 358,590.44	\$ 376,520.16	\$ 376,520.16	\$ 394,517.23
Tumbler Ridge	\$ 158,876.46	\$ 158,876.46	\$ 166,820.35	\$ 166,820.35	\$ 174,868.91
Ucluelet	\$ 115,366.05	\$ 115,366.05	\$ 121,134.40	\$ 121,134.40	\$ 127,015.53
Valemount	\$ 90,979.33	\$ 90,979.33	\$ 95,528.32	\$ 95,528.32	\$ 100,194.66
Vancouver	\$ 1,772,845.32	\$ 1,772,845.32	\$ 1,861,488.62	\$ 1,861,488.62	\$ 1,950,221.04
Vanderhoof	\$ 229,987.65	\$ 229,987.65	\$ 241,487.15	\$ 241,487.15	\$ 253,078.03
Vernon	\$ 1,582,707.37	\$ 1,582,707.37	\$ 1,661,843.71	\$ 1,661,843.71	\$ 1,740,818.74
Victoria	\$ 3,264,748.24	\$ 3,264,748.24	\$ 3,427,987.70	\$ 3,427,987.70	\$ 3,590,751.63
View Royal	\$ 426,889.33	\$ 426,889.33	\$ 448,234.03	\$ 448,234.03	\$ 469,633.33
Warfield	\$ 118,298.89	\$ 118,298.89	\$ 124,213.87	\$ 124,213.87	\$ 130,241.10
Wells	\$ 59,843.07	\$ 59,843.07	\$ 62,835.23	\$ 62,835.23	\$ 65,950.56
West Kelowna	\$ 1,291,111.30	\$ 1,291,111.30	\$ 1,355,667.65	\$ 1,355,667.65	\$ 1,420,117.16
West Vancouver	\$ 171,880.55	\$ 171,880.55	\$ 180,474.65	\$ 180,474.65	\$ 189,191.22
Whistler	\$ 444,687.21	\$ 444,687.21	\$ 466,921.83	\$ 466,921.83	\$ 489,207.71
White Rock	\$ 105,207.95	\$ 105,207.95	\$ 110,468.38	\$ 110,468.38	\$ 115,852.66
Williams Lake	\$ 485,184.44	\$ 485,184.44	\$ 509,443.93	\$ 509,443.93	\$ 533,747.14
Zeballos	\$ 55,021.98	\$ 55,021.98	\$ 57,773.08	\$ 57,773.08	\$ 60,648.24

CWF Payment information is based on current census data.
Boundary changes, incorporations of new local governments
may also vary the available funding in subsequent years.
Funds are subject to Federal transfer of Gas Tax.



To: Board of Directors

From: Wendy Thomson, Manager of Administrative Services

Meeting Date: May 28, 2014

Subject: AV Regatta Association – Use of AV Airport Parking Lot

Recommendation:

That the Alberni-Clayoquot Regional District Board of Directors authorize the Alberni Valley Regatta Association to use the parking area at the Alberni Valley Airport for overflow parking of vehicles and boat trailers during the AV Regatta Association Event on July 19th and 20th, 2014 at Sproat Lake and authorize the Chairperson and Chief Administrative Officer to enter into a license of use agreement.

Desired Outcome:

To allow the AV Regatta Association to use the parking area at the Alberni Valley Airport for overflow parking for the Regatta event at Sproat Lake on July 19th and 20th.

Background:

At the Alberni Valley Committee meeting held on May 13th, Directors received a letter from the Alberni Valley Regatta Association requesting permission to use the parking area at the Alberni Valley Regional Airport normally used by the AV Drag Racing Association for their annual event.

The AV Committee passed a resolution recommending the ACRD Board of Directors authorize the AV Regatta Association to use the parking area at the Alberni Valley Airport for overflow parking of vehicles and boat trailers during the AV Regatta Association event on July 19th and 20th, 2014 at Sproat Lake.

Staff will prepare a license of use agreement which covers off insurance, liability issues, clean-up etc.

Time Requirements – Staff & Elected Officials:

Some staff time required to prepare the License of Use agreement.

Financial:

There will be no charge to the AV Regatta Association. They will be required to purchase insurance covering the ACRD.

Policy or Legislation:

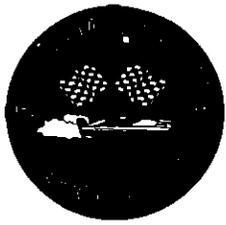
n/a

Communications/Notifications

If approved, staff will communicate to the AV Airport users and caretakers.

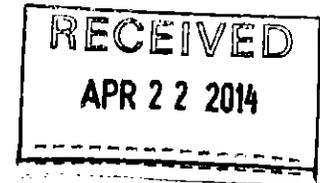
Submitted by: Wendy Thomson
Wendy Thomson, Manager of Administrative Services

Approved by: 
Russell Dyson, Chief Administrative Officer



**Alberni Valley Regatta Association
8735 Faber Road
Port Alberni, BC
V9Y 9B7**

April 14, 2014



Alberni Clayoquot Regional District
3003 Fifth Avenue
Port Alberni, B.C. V9Y 2E3

Attention: Chair and Board Members

Re: Alberni Valley Regatta Association
Regatta Revival – July 18, 19 and 29

Dear Sirs:

We are writing to respectfully request permission to use the parking area at the Alberni Valley Regional Airport, normally used for the Drag Race Association at their annual event, for vehicle and boat trailer parking on July 19th and 20th. This would be for overflow parking as we wish to minimize any impact on the Provincial Park regular usage.

Should you have any questions on this, please call Ray Nass at 250-723-3159.

Yours truly,

ALBERNI VALLEY REGATTA ASSOCIATION

Ray Nass, President



REQUEST FOR DECISION

To: Board of Directors

From: Teri Fong, CGA, Manager of Finance

Meeting Date: May 28, 2014

Subject: Cherry Creek Waterworks District Infrastructure Planning Grant

Recommendation:

That the Alberni-Clayoquot Regional District (ACRD) Board of Directors apply for an Infrastructure Planning Grant on behalf of the Cherry Creek Waterworks District (CCWW) to develop an infrastructure improvement plan.

Desired Outcome:

To help CCWW create a plan that would be used to assess the current state of their infrastructure and to assist them in budgeting for the future as well as communicating with the residents as to the state of their system.

Summary:

The Electoral Area Directors allocated \$385,000 of Gas Tax Funding to CCWW in the fall of 2013 and during the discussions with the Waterworks District it was determined by both parties that an infrastructure improvement plan would be of great benefit to their organization. CCWW cannot apply directly to the Province for the grant but the ACRD can apply on their behalf.

Time Requirements – Staff & Elected Officials:

There will be minimal staff time required to administer this grant as the work will be conducted by CCWW and the ACRD will only be responsible for the reporting.

Financial:

Grants up to \$10,000 are available to help develop long term comprehensive plans. There will be no costs to the ACRD besides staff time to submit reporting.

Submitted by: _____


Teri Fong, CGA, Manager of Finance

Approved by: _____


Russell Dyson, Chief Administrative Officer



REQUEST FOR DECISION

To: Board of Directors
From: Teri Fong, CGA, Manager of Finance
Meeting Date: May 28, 2014
Subject: Security Issuing Bylaw F1111

Recommendation:

That the Board of Directors adopt the bylaw cited as "Alberni-Clayoquot Regional District Security Issuing Bylaw No. F1111, 2014".

Summary:

The Regional District has been requested by the City of Port Alberni to borrow money on their behalf. The ACRD, for itself and on behalf of its member municipalities, has access to long term debt through the Municipal Finance Authority. Port Alberni will be responsible for all of the costs of repaying this debt.

The bylaw is attached for your consideration. Please note that Schedule 'A' will be provided by the MFA upon issuance of the debenture debt.

Time Requirements – Staff & Elected Officials:

Minimal time is required by staff and elected officials.

Financial:

There is no net financial impact on the Regional District. However, it should be noted that in the unlikely event that Port Alberni defaults on the debt the ACRD will be responsible for the payments. This would include the District of Tofino, District of Ucluelet and all electoral areas but would not include treaty first nation members as they do not access borrowing through the MFA. Subsequently, if the ACRD defaults on its or a member municipality's debt then all of the members of the Municipal Finance Authority will assume responsibility for the payments. BC Municipalities enjoy an extremely high credit rating and therefore lower interest rates as a result of this mutual guarantee.

Policy or Legislation:

As per Section 795.4 of the Local Government Act, Treaty First Nations members are not jointly liable for municipal borrowing and therefore may not vote on this bylaw.

Submitted by: 

Teri Fong, CGA, Manager of Finance

Approved by: 

Russell Dyson, Chief Administrative Officer

Regional District Security Issuing Bylaw

Regional District of Alberni-Clayoquot

Bylaw No. F1111

A bylaw to authorize the entering into of an Agreement respecting financing between the Regional District of Alberni-Clayoquot and the Municipal Finance Authority of British Columbia

WHEREAS the Municipal Finance Authority of British Columbia (the "Authority") may provide financing of capital requirements for Regional Districts or for their member municipalities by the issue of debentures or other evidence of indebtedness of the Authority and lending the proceeds therefrom to the Regional District on whose request the financing is undertaken;

AND WHEREAS the City of Port Alberni is a member municipality of the Regional District of Alberni-Clayoquot (the "Regional District");

AND WHEREAS the Regional District is to finance from time to time on behalf of and at the sole cost of the member municipalities, under the provisions of Section 824 of the *Local Government Act*, the works to be financed pursuant to the following loan authorization bylaws:

<u>Municipality</u>	<u>L/A Bylaw Number</u>	<u>(Optional) Purpose</u>	<u>Amount of Borrowing Authorized</u>	<u>Amount Already Borrowed</u>	<u>Borrowing Authority Remaining</u>	<u>Term of Issue</u>	<u>Amount of Issue</u>
City of Port Alberni	4807, 2012	Wastewater Treatment	\$5,750,000	\$0	\$5,750,000	30 years	\$5,750,000
Total			<u>\$5,750,000</u>	<u>\$0</u>	<u>\$5,750,000</u>		<u>\$5,750,000</u>

GRAND TOTAL: \$ 5,750,000

AND WHEREAS the Regional Board, by this bylaw, hereby requests such financing shall be undertaken through the Authority:

NOW THEREFORE the Regional Board of the Regional District of Alberni-Clayoquot in open meeting assembled enacts as follows:

1. The Regional Board hereby consents to financing the debt of the City of Port Alberni in the amount of Five Million Seven Hundred and Fifty Thousand Dollars (\$5,750,000) in accordance with the following terms.
2. The Authority is hereby requested and authorized to finance from time to time the aforesaid undertakings at the sole cost and on behalf of the Regional District and its member municipalities up to, but not exceeding Five Million Seven Hundred and Fifty Thousand Dollars (\$5,750,000) in lawful money of Canada (provided that the Regional District may borrow all or part of such amount in such currency as the Trustees of the Authority shall determine but the aggregate amount in lawful money of Canada and in

Canadian Dollar equivalents so borrowed shall not exceed \$5,750,000 in Canadian Dollars) at such interest and with such discounts or premiums and expenses as the Authority may deem appropriate in consideration of the market and economic conditions pertaining.

3. Upon completion by the Authority of financing undertaken pursuant hereto, the Chair and officer assigned the responsibility of financial administration of the Regional District, on behalf of the Regional District and under its seal shall, at such time or times as the Trustees of the Authority may request, enter into and deliver to the Authority one or more agreements, which said agreement or agreements shall be substantially in the form annexed hereto as Schedule "A" and made part of this bylaw (such Agreement or Agreements as may be entered into, delivered or substituted hereinafter referred to as the "Agreement") providing for payment by the Regional District to the Authority of the amounts required to meet the obligations of the Authority with respect to its borrowings undertaken pursuant hereto, which Agreement shall rank as debenture debt of the Regional District.
4. The Agreement in the form of Schedule "A" shall be dated and payable in the principal amount or amounts of monies and in Canadian dollars or as the Authority shall determine and subject to the *Local Government Act*, in such currency or currencies as shall be borrowed by the Authority under Section 1 and shall set out the schedule of repayment of the principal amount together with interest on unpaid amounts as shall be determined by the Treasurer of the Authority.
5. The obligation incurred under the said Agreement shall bear interest from a date specified therein, which date shall be determined by the Treasurer of the Authority, and shall bear interest at a rate to be determined by the Treasurer of the Authority.
6. The Agreement shall be sealed with the seal of the Regional District and shall bear the signature of the Chair and the officer assigned the responsibility of financial administration of the Regional District.
7. The obligations incurred under the said Agreement as to both principal and interest shall be payable at the Head Office of the Authority in Victoria and at such time or times as shall be determined by the Treasurer of the Authority.
8. During the currency of the obligation incurred under the said Agreement to secure borrowings in respect of the City of Port Alberni Loan Authorization Bylaw Number 4807, 2012 there shall be requisitioned annually an amount sufficient to meet the annual payment of interest and the repayment of principal.
9. The Regional District shall provide and pay over to the Authority such sums as are required to discharge its obligations in accordance with the terms of the Agreement, provided, however, that if the sums provided for in the Agreement are not sufficient to meet the obligations of the Authority, any deficiency in meeting such obligations shall be a liability of the Regional District to the Authority and the Regional Board of the Regional District shall make due provision to discharge such liability.
10. The Regional District shall pay over to the Authority at such time or times as the Treasurer of the Authority so directs such sums as are required pursuant to section 15

of the *Municipal Finance Authority Act* to be paid into the Debt Reserve Fund established by the Authority in connection with the financing undertaken by the Authority on behalf of the Regional District pursuant to the Agreement.

11. This bylaw may be cited as "Alberni-Clayoquot Regional District Security Issuing Bylaw No. F1111, 2014".

READ A FIRST TIME this day of , 2014.

READ A SECOND TIME this day of , 2014.

READ A THIRD TIME this day of , 2014.

RECONSIDERED and FINALLY PASSED and ADOPTED
this day of , 2014.

Chair

Secretary

Certified a true copy of Bylaw No. F1111 as adopted.

Secretary

SCHEDULE "A" to Bylaw No. _____

CANADA

PROVINCE OF BRITISH COLUMBIA

AGREEMENT

Regional District of

The Regional District of _____ (the "Regional District") hereby promises to pay to the Municipal Finance Authority of British Columbia at its Head Office in Victoria, British Columbia, (the "Authority") the sum of _____ dollars (\$_____) in lawful money of Canada, together with interest calculated semi-annually in each and every year during the currency of this Agreement; and payments shall be as specified in the table appearing on the reverse hereof commencing on the day of _____, provided that in the event the payments of principal and interest hereunder are insufficient to satisfy the obligations of the Authority undertaken on behalf of the Regional District, the Regional District shall pay over to the Authority further sums as are sufficient to discharge the obligations of the Regional District to the Authority.

DATED at _____, British Columbia, this ___ day of _____, 20__

IN TESTIMONY WHEREOF and under the authority of Bylaw No. _____ cited as "_____". This Agreement is sealed with the Corporate Seal of the Regional District of _____ and signed by the Chair and the officer assigned the responsibility of financial administration thereof.

Chair

(Financial Administration Officer)

Pursuant to the Local Government Act, I certify that this Agreement has been lawfully and validly made and issued and that its validity is not open to question on any ground whatever in any Court of the Province of British Columbia.

Dated _____ (month, day) 20__

Inspector of Municipalities

(Reverse Side)

PRINCIPAL AND/ OR SINKING FUND DEPOSIT AND INTEREST PAYMENTS

<u>Date of Payment</u>	<u>Principal and/or Sinking Fund Deposit</u>	<u>Interest</u>	<u>Total</u>
_____	\$ _____	\$ _____	\$ _____
_____	\$ _____	\$ _____	\$ _____



REQUEST FOR DECISION

To: Board of Directors

From: Wendy Thomson, Manager of Administrative Services

Meeting Date: May 28, 2014

Subject: **Extension – Health Network Coordinator Contract**

Recommendation:

That the Alberni-Clayoquot Regional District Board of Directors extend the current contract with Tanis Dagert, Alberni-Clayoquot Health Network Coordinator for an additional six month term ending December 31, 2014.

Desired Outcome:

To extend the contract for a six month term.

Background:

In the Spring of 2011, the Alberni-Clayoquot Regional District formed the Alberni-Clayoquot Health Network with funding from the Vancouver Island Health Authority. The mandate of the Health Network is to improve the quality of health care decisions, health services and well being of communities in the region.

In June 2013 the Regional District renewed the contract with Tanis Dagert for another one year term to provide coordinator services to the Alberni-Clayoquot Health Network.

The AC Health Network Working Group has recommended renewing the contract for services with Ms. Dagert for another six month period. During this time the Table of Partners will review the protocol agreement and develop the future direction of the Network and the relationships with the ACRD which will be presented to the Board upon achievement.

Time Requirements – Staff & Elected Officials:

Minimal staff time required to renew the contract.

Financial:

One-time funding in the amount of \$505,000.00 was received from VIHA to support the Health Network including retaining the services of a Coordinator and part-time support person. The remaining \$340,000.00 has been budgeted for the next 2 years.

The following table outlines the budgeted costs for 2014-2015.

Request for Decision – Alberni-Clayoquot Health Network Coordinator Contract Extension June 2012

2014 Budget	Amounts	Description
Coordinator	\$55,000.00	Wages - \$55,000
Admin Support	\$16,000.00	Wages - 1.5 days/week
Forums	\$22,000.00	
Planning	\$50,000.00	
Operating	\$10,000.00	
Total Expenditures	\$153,000.00	

2015 Budget	Amounts	Description
Coordinator	\$55,000.00	Wages - \$55,000
Admin Support	\$16,000.00	Wages - 1.5 days/week
Planning	\$50,000.00	
Operating	\$10,000.00	
Reserve	\$56,000.00	
Total Expenditures	\$187,000.00	

Submitted by: 
 Wendy Thomson, Manager of Administrative Services

Approved by: 
 Russell Dyson, Chief Administrative Officer



REQUEST FOR DECISION

To: Board of Directors
From: Janice Hill
Meeting Date: May 28, 2014
Subject: KD Air Kiosk Lease at Long Beach Airport

Recommendation:

That the Alberni-Clayoquot Regional District Board of Directors enter into a three-year lease agreement with KD Air for a Kiosk space at the Long Beach Airport terminal building at a rate of \$400.40 per month plus GST. With increases in subsequent years based on the British Columbia Consumer Price Index (CPI) for the period March to March of the preceding year. In no event shall the annual rent be less than the preceding year.

Summary:

KD Air has held a lease for a kiosk space at the Long Beach Airport (LBA) terminal building since 2013 and would like to renew the lease for a three year term. KD Air offers scheduled flights from Vancouver to Long Beach Airport.

Time Requirements – Staff & Elected Officials:

Staff time to prepare lease agreement.

Financial:

KD Air will pay the ACRD \$400.40 per month plus GST. With increases in subsequent years based on the British Columbia Consumer Price Index (CPI) for the period March to March of the preceding year. In no event shall the annual rent be less than the preceding year.

Submitted by: _____


Janice Hill, Environmental Services Assistant

Approved by: _____


Andy Daniel, Manager of Environmental Services



Administrative Memo

To: Board of Directors

From: Russell Dyson, CAO

CC: Managers

Meeting Date: Wednesday May 28, 2014

Subject: **New Working Alone Policy and Procedures for the ACRD**

Recommendation:

That the ACRD Board of Directors of the Alberni-Clayoquot Regional District adopt the Working Alone Policy as presented in the CAO's report.

Desired Outcome

To establish specific policy with respect to the conduct of personnel to provide for a safe and healthy work place as prescribed by the Regional Districts Occupational Health and Safety Policy.

Background

The Board of Directors of the Regional District adopted its current occupational health and safety policy in April of 2012. The Joint Occupational Health and Safety Committee and management staff have been taking appropriate actions to implement procedures that improve health and safety in the workforce and ensure compliance with the Workers Compensation Act and its regulations and standards.

The attached policy addresses circumstances in which employees are working alone or in isolation. It was developed in consultation with staff and the JOHSC.

Financial

The new procedures will take time and effort on the part of staff. But appropriate policies help to eliminate the risk of workplace injury, reducing the risk of lost time, claims and or fines – which would otherwise exceed the time and resources to implement the required procedures.



Submitted by:

Russell Dyson,
Chief Administrative Officer

ALBERNI-CLAYOQUOT REGIONAL DISTRICT: Health and Safety Program	
Working Alone Policy	Effective: May 2014

1. POLICY

The Alberni-Clayoquot Regional District (ACRD) will make every reasonable effort to schedule work to minimize the incidence of employees working alone or in isolation. However, we recognize that there are certain circumstances in which employees will be required to work alone.

When employees are required to work alone or in isolation, the ACRD is committed to providing and maintaining procedures which will promote a safe and healthy work environment.

2. PURPOSE

The purpose of this policy is to provide a safe environment and promote safework practices for employees who are required to work alone or in isolation, and in addition, to mitigate risk and provide appropriate response procedures for employees working alone or in isolation.

3. SCOPE

This policy applies to all employees of the ACRD, while they are on duty, regardless of their worksite.

4. RESPONSIBILITY

Managers are responsible for carrying out assessments, identifying risks, communicating risks to employees, and taking steps to eliminate such risks. Managers are also responsible for establishing and implementing departmental guidelines for low and high risk work activities and check-in frequencies when employees are working alone or in isolation. Managers must also ensure training; investigations and evaluations required by this policy are completed. The attached Risk Assessment procedures are to be used to ensure compliance.

Managers are responsible for being aware of this policy and procedure and ensuring compliance by all employees within their jurisdiction. Managers are responsible for taking measures to eliminate or minimize hazards and making every effort to schedule high risk activities to avoid working alone or in isolation when practical.

Supervisors will record each incident, occurrence or concern of employees working alone, making note of the date, circumstances, resolutions and other details. Supervisors will take every step reasonable to respond to employees' concerns or correct any unsafe situation.

Employees must report any concerns they have regarding health and safety to their Supervisor. All employees (including Managers and Supervisors) must follow security procedures and safework practices.

The Occupational Health and Safety Committee will assist in developing site specific procedures for checking on the employee's wellbeing including defining low and high risk work activities time intervals between check-in frequencies.

5. DEFINITIONS

Working alone or in isolation: An employee is considered to be working alone or in isolation when he/she does not have assistance readily available in case of emergency, injury or ill health. For assistance to be considered readily available four conditions will apply:

1. Presence of others: Are other people in the vicinity?
2. Awareness: Will other persons capable of providing assistance be aware of the worker's needs?
3. Willingness: Is it reasonable to expect those other persons will provide assistance?
4. Timeliness: Will assistance be provided within a reasonable time period?

If you cannot be seen or heard by persons capable of providing assistance in a timely manner then you are working alone or in isolation. Working alone procedures are not applicable when working with a co-worker or with a group of co-workers. However, traveling with co-workers in a remote and unpopulated area this will be considered as working in isolation.

Risk Assessment: The risk level of working alone or in isolation is based on the potential for injury or illness, the likely degree of injury and the speed of response once help is summoned. The risk level and check-in frequency will be determined through an assessment process involving the Department Manager and affected employees. The Risk Assessment forms are attached as part of this policy.

Person Check System: All ACRD employees who are working alone or in isolation must use the established check in procedures for their position. These procedures may include:

- **Checking in and out with ACRD reception:** Employees will check out with the receptionist when they leave the office for offsite meetings, site visits or other tasks. An estimated time or return will be given. The employee will check in upon their return. If the employee's return is delayed, they must call and let ACRD reception know. The system includes documentation of the employees check-in and check outs. Documentation will be maintained to ensure compliance and to monitor performance of the system.
- **Calling a manager or supervisor:** Some positions will be required to check in and out with a manager when attending a worksite after regular business hours. These positions will be identified and specific procedures developed for each employee/position. Documentation of calls will be maintained.
- **Using an automated monitoring system:** For those employees whose regular working hours are not the regular hours of the ACRD office, checking in and out by phone with an automated monitoring system may be necessary. Specific procedures will be developed for affected employees.
- **GPS tracking:** If any ACRD employee is required to travel in remote areas on logging or other secondary roads where cell phone coverage is unreliable, a GPS tracking/check in system will be used. Details of this system are included in this policy.

Where an employee fails to check in our check out procedures will be implemented to contact the employee and/or send assistance.

6. REFERENCES and RELATED STATEMENTS OF POLICY AND PROCEDURE

WCB Regulation 4.21 – 4.23

7. PROCEDURE

Hazard Identification/Risk Assessment: Situations where employees may be working alone or in isolation must be examined and identified. Potential workplace hazards and safety risks must be identified and communicated to affected employees. Employees must be consulted when identifying risks and discussing potential corrections.

Examples of hazards that are present at ACRD worksites may include:

- Threat of violence
- Work task involves machinery, electricity, chemicals, etc.
- Vehicle accident/incident
- Traveling alone in rural or remote locations, logging roads
- Building emergency – fire
- Slip, trip or fall
- Musculoskeletal injuries
- Environment – inclement weather conditions
- Trauma

Risk Assessment must be conducted prior to working alone or in isolation to identify the risk level and check-in frequency. All ACRD employees who are working alone or in isolation must use the Person Check system identified for their position.

The Occupational Health and Safety Committee shall be involved in the process of assessment, identification and elimination or reduction of any risks. Any identified hazards or risks shall be eliminated or reduced if practicable.

An effective means of communication and other security measures shall be available to all employees who work alone or in isolation, and appropriate training shall be provided.

A Person Check system has been put in place. Employees are required to check in and out as outlined in this policy. A log book will be maintained with all the results of all checks recorded. If an employee does not check in after an absence, the employee will be contacted to check on their well-being. If contact is not made follow action will be taken. All employees responsible for maintaining the person check system shall be trained in the written procedure for checking on the employee's well-being.

Employees shall be educated about the potential risks associated with working alone or in isolation and shall be trained to take steps to prevent or eliminate such risks.

All incidents, occurrences, concerns of employees will be recorded and assessed. Where possible, corrective measures will be taken to prevent recurrences.

All security practices and working alone procedures shall be thoroughly reviewed annually and adjusted accordingly.

8. ATTACHMENTS

WCB Regulation
Risk Assessment

AMENDMENTS FOR PART 4: GENERAL CONDITIONS
IN THE OCCUPATIONAL HEALTH AND SAFETY REGULATION

PART 4: GENERAL CONDITIONS

WORKING ALONE OR IN ISOLATION

Definition	4.20.1	In sections 4.20.2 to 4.23, "to work alone or in isolation" means to work in circumstances where assistance would not be readily available to the worker (a) in case of an emergency, or (b) in case the worker is injured or in ill health.
Hazard identification, elimination and control	4.20.2	(1) Before a worker is assigned to work alone or in isolation, the employer must identify any hazards to that worker. (2) Before a worker starts a work assignment with a hazard identified under subsection (1), the employer must take measures (a) to eliminate the hazard, and (b) if it is not practicable to eliminate the hazard, to minimize the risk from the hazard. (3) For purposes of subsection (2) (b), the employer must minimize the risk from the hazard to the lowest level practicable using engineering controls, administrative controls or a combination of engineering and administrative controls.
Procedures for checking well-being of worker	4.21	(1) The employer must develop and implement a written procedure for checking the well-being of a worker assigned to work alone or in isolation under conditions which present a risk of disabling injury if the worker might not be able to secure assistance in the event of injury or other misfortune. (2) The procedure for checking a worker's well-being must include the time interval between checks and the procedure to follow in case the worker cannot be contacted, including provisions for emergency rescue. (3) A person must be designated to establish contact with the worker at predetermined intervals and the results must be recorded by the person. (4) In addition to checks at regular intervals, a check at the end of the work shift must be done. (5) The procedure for checking a worker's well-being, including time intervals between the checks, must be developed in consultation with the joint committee or worker health and safety representative, as applicable. (6) Time intervals for checking a worker's well-being must be developed in consultation with the worker assigned to work alone or in isolation.
Training	4.22	A worker required to work in the circumstances described in section 4.21 (1) and any person assigned to check on the worker must be trained in the written procedure for checking the worker's well-being.
Late night retail safety procedures and requirements	4.22.1	(1) In this section:

AMENDMENTS FOR PART 4: GENERAL CONDITIONS
IN THE OCCUPATIONAL HEALTH AND SAFETY REGULATION

"late night hours"

means any time between 10:00 p.m. and 6:00 a.m.;

"late night retail premises"

means

- (a) a gas station or other retail fueling outlet, or
- (b) a convenience store or any other retail store where goods are sold directly to consumers

that is open to the public for late night hours.

(2) If a worker is assigned to work alone or in isolation in late night retail premises and there is any risk of harm from a violent act to the worker, then, in addition to any other obligations the employer has under sections 4.20.2 to 4.23,

- (a) the employer must develop and implement a written procedure to ensure the worker's safety in handling money, and
- (b) when that worker is assigned to work late night hours, the employer must also do either or both of the following:
 - (i) ensure that the worker is physically separated from the public by a locked door or barrier that prevents physical contact with or access to the worker;
 - (ii) assign one or more workers to work with the worker during that worker's assignment.

(3) A worker described in subsection (2) must be trained in the written procedure referred to in that subsection.

Mandatory pre-payment for fuel

4.22.2 An employer must require that customers prepay for fuel sold in gas stations and other retail fueling outlets.

Annual review of procedures

4.23 The procedures and system referred to in sections 4.21 and 4.22.1 for checking a worker's well-being must be reviewed at least annually, or more frequently if there is

- (a) a change in work arrangements which could adversely affect a worker's well-being or safety, or
- (b) a report that the system is not working effectively.

Explanatory Notes:

Proposed new section 4.20.1 is intended to define the phrase "to work alone or in isolation" as meaning to work in circumstances where assistance would not be readily available to the worker in the case of an emergency or if the worker is injured or in ill health;

Proposed new section 4.20.2(1) is intended to make explicit the employer's obligation to identify any hazards to workers, before a worker is assigned to work alone or in isolation.

Common situations where a worker may be working alone and at risk are:

- A worker who handles cash such as a convenience store clerk, retail outlet employee, and taxi driver;
- A worker who meets clients out of the office such as a home care employee, social service employee, or by-law officer;
- A worker who does hazardous work with no regular interaction with other people such as a forestry worker, a worker in the freezer area of a cold storage facility or a night cleaner in a plant;

AMENDMENTS FOR PART 4: GENERAL CONDITIONS
IN THE OCCUPATIONAL HEALTH AND SAFETY REGULATION

- A worker who is at risk of violent attack who is isolated from other workers or public view such as a security guard, custodian, night shift employee in a community care or out patient department.

Proposed new section 4.20.2(2) is intended to require that where hazards have been identified under 4.20.2(1), employers must take steps to either eliminate the hazard entirely (4.20.2(2)(a)), or if it is not practicable to eliminate the hazard, to minimize the risk from the hazard (4.20.2(2)(b)).

Examples of how hazards could be eliminated include:

- Installing a system requiring prepayment for vehicle fuel at the pump using a credit card or debit card so no interaction with a station attendant (worker) is required;
- Use of video surveillance to remotely monitor an area instead of using an on-site security guard;
- Installing an automated payment system for services, such as parking, instead of using a cashier/attendant;
- Use of vending machines to dispense food or other convenience items rather than using a checkout cashier.

Proposed new section 4.20.2(3) is intended to require employers to minimize the risks from hazards identified under 4.20.2(1) which cannot be eliminated. The options available to achieve this result are engineering controls and administrative controls. In selecting measures to reduce risk, preference should be given to implementing available and practicable engineering controls as such controls generally provide "passive protection" which is not dependent on a person taking a specific action. This can be particularly important in an emergency or crisis situation. However, where engineering controls are not practicable or do not reduce the risk to a level that is as low as practicable, administrative controls will need to be developed and implemented.

Generally a combination of engineering and administrative controls will be required to reduce the risk from a hazard to a level that is as low as practicable.

If the employer remains open for business during late night hours, evidence that the employer has considered the specific requirements in 4.20.2 must be provided. Where these specific requirements have not been implemented, the employer must be able to demonstrate implementation of other engineering and/or administrative controls to reduce risks to the lowest level practicable as required by section 4.20.2.

Part 1 of the OHSR has the following definitions:

"*engineering controls*" means the physical arrangement, design or alteration of workstations, equipment, materials, production facilities or other aspects of the physical work environment, for the purpose of controlling risk;

"*administrative controls*" means the provision, use and scheduling of work activities and resources in the workplace, including planning, organizing, staffing and coordinating, for the purpose of controlling risk.

Some examples of engineering controls include physical arrangements in the workplace to separate the worker from the customers and public by locked doors, barriers that are substantial enough to prevent access to the worker, or use of another type of secure enclosure.

Some examples of administrative controls include the use of some or all of the following means:

- Rearrange the work so that more than one person is always present in the workplace;
- Require mandatory on-site supervision of young workers by an adult;
- Use cash handling procedures that require the use of a locked drop safe, keeping only small amounts of cash accessible on the site, and posting signs indicating that the amount of cash on site is limited;

AMENDMENTS FOR PART 4: GENERAL CONDITIONS
IN THE OCCUPATIONAL HEALTH AND SAFETY REGULATION

- Use of uniformed security guards;
- Prohibit high risk work activities during times when a worker is working alone;
- Use of a personal emergency call device the worker would wear on a lanyard around their neck and use to call for help in the event of a personal security or emergency issue.

Proposed amendments to section 4.21(1) are consequential in nature to eliminate duplication with the new definition for the phrase "to work alone or in isolation". The requirements for implementing a means of regularly checking the well-being of a person working alone or in isolation, as specified in sections 4.21(1) to (6), continue to apply.

Proposed amendments to section 4.22 are consequential in nature to eliminate duplication and redundancy that would be introduced from the new definition for the phrase "to work alone or in isolation". The requirements for training in section 4.22 continue to apply.

Proposed new section 4.22.1(1) is intended to clarify the meaning of the term "late night hours" as any time between 10:00 pm and 6:00 am; and to clarify the meaning of the term "late night retail premises" as being either a gas station or other retail fueling outlet, or a convenience store or other retail store where goods are sold directly to consumers, that is open to the public during late night hours.

Proposed new section 4.22.1(2) is intended to require that as well as having obligations set-out under sections 4.20.2 and 4.23, the employer of a worker described in subsection 4.22.1(2) must also develop and implement a written procedure to ensure the worker's safety in handling money. As well, when the worker is assigned to work late night hours, the employer must do either or both of: ensure that the worker is physically separated from the public by a locked door or barrier that prevents physical contact with or access to the worker; and or assign one or more workers to work with the worker during that worker's assignment. A barrier must be constructed so as to prevent physical contact with or access to a worker, but is not required to be constructed from bullet resistant material.

Proposed new section 4.22.1(3) is intended to require employers to ensure that workers have been trained in the written procedures for the safe handling of money required under section 4.22.1(2)(a).

Proposed new section 4.22.2 is intended to require employers to require mandatory prepayment for fuel sold in gas stations and other retail fueling outlets.

Fuel is considered to be products such as gasoline, propane and diesel. "Other retail fueling outlets" would include convenience stores that also dispense fuel.

Prepayment options that would be acceptable under proposed new section 4.22.2 include:

- Payment at the fuel pump by either debit or credit card; or
- Prepayment for fuel products to an attendant; or
- Payment by card-lock system which is typically used by the commercial trucking industry.

Proposed amendments to section 4.23 are consequential in nature to remove duplication and redundancy that would be introduced from the new definition for the phrase "to work alone or in isolation".

Amendments originally proposed relating to worker's wages have been withdrawn. WorkSafeBC has been advised by the Office of Legislative Council that the proposed amendments were beyond the legislative authority of WorkSafeBC. As well, the proposed amendments were unnecessary as they duplicated, and in part conflicted with, the *Employment Standards Act*. Notwithstanding, employers are still required to comply with the provisions set out in the *Employment Standards Act*. WorkSafeBC will maintain the educational intent of the proposed amendments by including reference to the *Employment Standards Act* in a supporting guideline that will be developed for proposed new section 4.22.1.

**Alberni-Clayoquot Regional District
Working Alone – Risk Assessment Procedures**

Do you have employees who work alone or in isolation?

If the answer is 'yes' you must:

- Identify hazards and tell workers about them. A risk assessment must be completed.
- Eliminate or minimize the hazards by using engineering and/or administrative controls
- Develop and implement a written procedure for checking on the well-being of your workers (a person-check procedure)
- Train workers in the person-check procedure
- Review written procedures at least annually or more frequently if there is a change in work arrangements or the procedures are not effective.

Do you have employees who work late night hours (10:00 pm – 6:00 am) handling cash?

If the answer is 'yes' you must:

- Follow the general requirements for employees who work alone or in isolation (above)
- Develop and implement a written procedure for handling money safely and train workers in this procedure
- Install a physical barrier or locked door between the worker and customers, or have at least two workers on shift during late night hours.

Risk Assessments:

An evaluation of each position within the ACRD will have a risk assessment completed to determine times and/or tasks that require an employee to work alone or in isolation. An appropriate Person Check Procedure will be developed and documented for each position. All ACRD employees will be trained in the procedure for their position. All procedures will be reviewed annually or whenever there is a change in the tasks for any position.

The risk assessment will be carried out based on the criteria on the following pages.

Risk Assessment – Working Alone

Worksite		Completed by:		Date:		
Individual or Group of Employees affected (position)						
(A)	(B)	(C)	(D)	(E)	(F)	(G)
Nature of the risk	Resulting from	Probability that it could happen in this, or similar workplace due to location or circumstances	Consequence	Exposure	Likelihood	Risk Score
Threat of Violence: <ul style="list-style-type: none"> • Robbery and assault • Meets clients outside of the office • Irate or abusive customers or clients • Unwelcome members of the public (loiterers) 						
Work involves machinery, electricity, chemicals						
Vehicle accident/incident (travelling on paved roads)						
Slip, trip, fall – trauma, musculo-skeletal injuries <ul style="list-style-type: none"> • Ladders • Stocking high shelves 						

Travelling alone • Remote locations • Logging roads						
Wildlife attack • Bears, cougars						
Environment • Inclement weather						
Building emergency • Fire • Alarm						
Responding to office building alarms (ACRD office)						
Responding to water systems alarms						
Handling cash						

Risk Assessment Rating Score

Consequences	
<i>Degree of severity of consequences</i>	<i>Rating</i>
Catastrophic: numerous fatalities	100
Several fatalities	75
Fatality	50
Extremely serious injury or occupational disease (permanent injury)	30
Disabling injuries, reversible tissue damage, post traumatic stress	10
Minor cuts, bruises, irritations, minor damage, feeling of intimidation	2
Exposure	
<i>The hazard event occurs:</i>	<i>Rating</i>
Continuously (or many times daily)	10
Frequently (approximately once daily)	6
Usually (from once per week to once per day)	3
Occasionally (from once per month to once per year)	2
Rarely (it has been known to happen)	1
Very rarely (not known to have occurred but considered remotely possible)	0.5
Likelihood	
<i>The likelihood of occurrence, including the consequences:</i>	<i>Rating</i>
It is most likely and expected result if no changes are made.	10
Is quite possible, would not be unusual, has an even 50/50 chance	6
Would be an unusual sequence or coincidence	3
Would be a remotely possible coincidence, it has been known to happen	1
Extremely remote but conceivably possible, has never happened after many years of exposure	0.5
Practically impossible sequence or coincidence, a "one in a million" chance, has never happened in spite of exposure over many years	0.1
Risk Score	
<i>Consequences x Exposure x Likelihood</i>	<i>Score</i>
High – must be corrected immediately	>250
Medium – must be corrected	101-250
Low – Indicator – situation must be examined and may have to be corrected	1-100
Risk Acceptable – no change required	<1

Total Risk Chart

Low		Medium						High			
20	50	90	125	150	175	200	225	250	350	450	750

Typical Control Procedures

Elimination:

Substitute:

Engineering Controls:

Administrative Controls:

Personal Protective Equipment:

Low Risk: Are work activities where there is only a small likelihood of an injury, the injury is relatively minor and help when summoned is only a short distance away.

Examples may include:

- After hours desk-type work in an ACRD office
- Being alone in an office area when no one else is there.
- Maintenance workers monitoring mechanical systems and equipment in use.
- Last person working in an office location.
- Private meetings with individuals where there is no expectation of violence based upon the past history of the individual and lack of threatening behaviour.
- Working alone offsite for an entire day.
- Working at home alone.
- Attending a non ACRD training event offsite alone
- Attending a meeting, conference or trade show offsite or out of town alone

Check in Frequency: The employee will check-in at the beginning of the working period and check-out at the end of the working period. Additional periodic check-in frequencies may be appropriate to the situation and can be agreed upon by the Manager and the employee. The method of check in will be decided by the Manager and employee.

Higher Risk: Are activities where there is a greater chance of injury and/or resulting in more severe injuries and/or it could take some time for help to arrive once summoned. Every effort should be made to schedule high risk activities in a manner that would avoid working alone or in isolation where practical. Some examples could include:

- Interacting with customers or employees where threats of violence have occurred in the past.
- Travel in unpopulated areas – inclement weather, logging roads (this may include several employees traveling together)
- Employees using chemicals that would result in the immediate need to summon first-aid in the event of inhalation, skin or eye contact.
- Employees using power equipment that could cause severe injuries.
- Employees accessing equipment at elevation.
- Employees responding to building alarms after hours
- Employees responding to water systems alarms after hours
- Sproat Lake Marine Patrol duties on the water

Check in frequency: The employee will check-in at the beginning of the high risk work alone or in isolation period and then check-out at the end of the high risk working alone or in isolation period. Additional periodic check-in frequencies may be appropriate to the situation and can be agreed upon by the Manager and the employee. The method of check in and check out will be decided by the Manager and employee.

Alberni-Clayoquot Regional District Working Alone General Procedures

There may be times when you have to work alone. Here are some procedures to ensure your safety and well-being.

- Person- checks will be conducted as indicated for your role. The check in procedure is outlined below. You are required to follow through to confirm that you are all right and do not need help.
- Emergency phone numbers are prominently displayed by the telephones.
- Do not allow any unauthorized person to come into the building you are working in after hours or when the building is closed to the public. It is expected that all doors from the outside will be locked when the building is not open to the public. Should someone knock on or shake the door to get your attention, do not open it until you are certain that this person(s) is authorized and that your personal safety is not at risk by doing so.
- If you have any concerns regarding your safety contact your supervisor as soon as possible. If you encounter any incidents while working alone, an incident report needs to be completed.
- Do not open back doors and leave them open and unattended.
- SPOT Personal Tracker is available for personal travelling in areas where cell phone coverage is unavailable or inconsistent.
- Tigertel (Monitoring Service) will provide coverage of ACRD employees working alone or in isolation.

Alberni-Clayoquot Regional District Working Alone/Isolation Person Check Process

At the start of a working alone/isolation period, employees must check in with the appropriate location. The employee will provide information on the nature of the activity and the approximate length of the activity. If the activity will go beyond the length of time indicated, the employee **must** check in prior to the indicated time.

When the employee is ending the working alone/isolation period, they **must** check out with the appropriate location.

In the event that the employee does not check out within the time indicated, the contact person will call the affected employee. If they cannot reach the employee they will make another attempt within five minutes. If the employee still cannot be reached after the second attempt, the contact person will do the following:

1. Call a neighbouring facility (if there is one) and have someone check on the worker.
2. Call the Department supervisor/manager and send someone to your work location.
3. If necessary, call 9-1-1 and request help at the location.

(The response will in part be determined by the level of risk of the activity the employee was engaged in)

Site/Task Specific Processes

ACRD office staff:

During regular office hours:

Monday through Friday 8:00 am – 4:30 pm

- Check in at the start of and check out at the end of any working alone/isolation period with the Reception Staff

Outside of regular office hours:

- The employee will check in with Tigertel when working outside regular office hours.

Water Systems Operators, Airport Superintendent:

During regular office hours:

Monday through Friday 8:00 am – 4:30 pm

- Check in at the beginning of the work day, at mid day and at the end of the work day with ACRD reception by phone or in person.
- When performing high risk activities, the worker will check in before beginning the task, and then at 15 minute intervals until the task is complete

Outside of regular office hours:

- The worker(s) will check in with Tigertel when work extends past regular hours and again when the work period ends
- For emergency call outs, the worker will check in with Tigertel at the beginning of work, and then at 15 minute intervals until the work is complete

Sproat Lake Marine Patrol

- Tigertel is provided with the SLMP employees' schedule
- SLMP will check in with Tigertel at the beginning of the shift
- SLMP will check out with Tigertel when the last employee is finished for the day

Building Alarm Response:

After regular office hours:

- Determine nature of alarm with alarm company
- **If RCMP or PAFD is not attending**, check in with Tigertel before entering building giving an estimated time of check out. Check out with Tigertel as soon as alarm issue is resolved.
- **If RCMP or PAFD is responding**, check in with Tigertel upon reaching the building. Make contact with responding agency. **Do not enter** the building until emergency responders have given permission. Check out with Tigertel when you leave and the issue is resolved.

Travel Out of Port Alberni (on paved roads and highways)

- Have travel itinerary approved by supervisor and leave with receptionist.
- Check in may be with ACRD Reception or Tigertel, depending on the day and time of the travel
- Check in as appropriate before leaving and upon reaching destination.
- Check in before leaving destination, and upon returning to Port Alberni

Note: If the employee is not immediately returning to Port Alberni at the end of the work session, they must check in at the end of the work session before beginning any personal activity

Travel Out of Port Alberni (to remote areas out of cell phone range, on logging or other secondary roads, and in periods of severe weather)

- Discuss check in procedure with supervisor, complete travel itinerary and leave with ACRD Reception
- Check in before beginning travel as appropriate and pick up Spot Tracker.
- Activate the Spot Tracker at the specified locations. (See list following)
- Check in upon arrival at destination
- Check in at end of session and confirm expected time of arrival in Port Alberni
- Check in at specified locations using Spot Tracker.
- Check out upon arrival in Port Alberni,(or see **Note** above)

Outside of regular office hours:

- Tigertel will receive all Spot Tracker signals

Alberni-Clayoquot Regional District

Individual Working Alone Procedure:

Regular Person Checks

The following procedure is to be used for checking on the well being of an employee working alone. At the start of each working alone/isolation period the employee will check in with ACRD Reception during regular office hours.

Employee:		Position:	
Location:		Address:	
Shift:		Contact #:	
You will contact (check in/check out):		Contact #:	
In the event of a high risk activity you will contact them as follows:			
<input type="checkbox"/> At the start of shift	<input type="checkbox"/> Every 15 minutes	<input type="checkbox"/> Every hour	<input type="checkbox"/> Every 2 hours
<input type="checkbox"/> At the end of shift			

You will attempt to call the contact person within five minutes if you were not available at the predetermined person-check time.

If you do not contact them at the predetermined time, they will attempt to contact you. If they cannot reach you, he or she will make another attempt within five minutes. If your contact person still cannot reach you after the second attempt, he or she will do the following:

1. Call a neighbouring facility (if there is one) and have someone check on you.
2. Call the Department supervisor/manager and send someone to your work location.
3. If necessary, call 9-1-1 and request help at the location.

Person Check Contact

During regular office hours (Monday through Friday 8 am – 4:30 pm)

Contact name:
Contact phone number:

Outside regular office hours

Contact name:
Contact phone number:

Contact Person Procedures:

The receptionists at the ACRD office will be the point of contact for employees working alone or in isolation during regular office hours (Monday to Friday 8:00 am to 4:30 pm).

For work activities extending past, or beginning after, regular office hours, employees will use Tigertel Monitoring Services.

A log will be maintained by the receptionists and all activities where an employee is working alone or in isolation will be recorded. It is the responsibility of the employee to ensure they check in and out with the receptionists and leave all pertinent information. Employees must not check themselves in and out.

If any information changes while the employee is away, the employee must call the receptionists and update their information, for example if a meeting runs longer than expected and the employee will be delayed arriving in Port Alberni.

If the reason for the working alone period is travel outside the Alberni Valley, the employee will leave the approved travel itinerary with the receptionists. The Spot Tracker system may be used in place of phone calls if cell service is not available during travel. (See "Spot Tracker Procedures" attached)

Missed Check In

- **If any worker does not check in as scheduled, the following will be initiated by ACRD Reception or Tigertel:**

1. After five minutes, a call will be made to the worker at their contact number
2. If there is no answer, the worker's direct manager will be called
3. If the manager cannot be reached, the secondary manager contact will be called
4. If neither manager can be reached, 911 will be called and first responders dispatched to the worker's location

- **If a manager is reached, they may**

1. Call a neighbouring facility (if there is one) and have someone check on the worker.
2. Call the Department supervisor/manager and send someone to the work location.
3. If necessary, call 9-1-1 and request help at the location.

(The response will in part be determined by the level of risk of the activity the employee was engaged in)

Spot Personal Tracker (Satellite GPS Monitoring)

Anytime an employee travels where cell phone service is inconsistent, or where they are unable to give a physical address, they will carry a Spot Tracker Unit. Check in will be required at designated locations along the route. Vehicles must pull off of the road and stop to check in. ACRD reception will monitor the Spot transmissions during regular working hours. Tigertel will also receive the signals.

Travel to Bamfield – Check points

- Franklin Camp A
- Bamfield

Travel to the West Coast (Ucluelet, Tofino, Salmon Beach)

- Westcoast Wild Zipline
- Salmon Beach turnoff
- Arrival at destination

On the return trip, the check points will be the same

- **If an employee does not check in as scheduled, the contact person (ACRD receptionists or Tigertel) will follow the regular missed check in procedure.**

If an employee is required to travel on a secondary road to a destination not listed above, the employee and manager will develop and document a check in schedule for the trip before the employee departs.

In the event of a non-life threatening emergency, the employee will press the “HELP” button on the Spot unit. An automated message will be sent by email and/or text to the following:

- ACRD Reception staff
- Other staff as listed
- Tigertel

In the event of a life-threatening emergency, the employee will press the “911” button on the Spot unit. An automated message will be sent to:

- 911 Dispatch
- ACRD Reception
- Tigertel
- Other staff as listed

Contact Information for Tigertel:

- Each employee will be given the phone number to be used when checking in with Tigertel
- Tigertel will be given the contact phone number for each employee, and a missed check in procedure to be used
- Tigertel will supply ACRD with an email address to be programmed into the Spot Tracker units so they can receive and monitor those using it
- Tigertel will use the same missed check in procedure in the event the Spot Tracker is not activated at the scheduled time

Alberni-Clayoquot Regional District – Working Alone Policy

Travel Itinerary – Day Trips

This form must be filed for ALL travel out of the Alberni Valley (including areas without cellular coverage in the Alberni Valley). The form is to be filled out and left with ACRD reception (as per person check procedures). Upon your return to work, notify the Receptionist. (In the event you will return home after regular office hours, you will check in and out with Tigertel.)

Date: _____

Cell #:

Contact Person

Phone #

Employee(s):		Cell #:	Contact Person	Phone #

Destination: _____

Contact #: _____

	Estimated Time	Check In Time (actual)	Receptionist Signature
Time of Arrival at Destination			
Time of Departure from Destination			
Time of Return to Alberni Valley			

Changes in your itinerary **MUST** be reported to your contact person ASAP (person check procedures).

Approved by: _____

Date: _____

Note: ACRD staff will not travel to remote destinations when inclement weather is imminent or occurring.

Alberni-Clayoquot Regional District – Working Alone Person Check Log

Date:	Employee:	Activity:	Call Back #:	Supervisor:
Employee will be monitored by Tigertel: YES NO				
Time at start of Activity:	Time of Expected Check In :	Time at Actual Check In:	Recorded by:	
Follow Up Actions:				
Date:	Employee:	Activity:	Call Back #:	Supervisor:
Employee will be monitored by Tigertel: YES NO				
Time at start of Activity:	Time of Expected Check In :	Time at Actual Check In:	Recorded by:	
Follow Up Actions:				



MEMORANDUM

To: Russell Dyson, Chief Administrative Officer; and
Regional Board of Directors

From: Alex Dyer, Planner

Date: May 22, 2014

Subject: Bamfield OCP - Amendments for Second Reading

Recommendation:

- 1) THAT the Board of Directors receive the memorandum;
 - 2) THAT the Board of Directors amend Bylaw P1309, Regional District of Alberni-Clayoquot Bamfield (Electoral Area A) Official Community Plan Bylaw P1309, 2013 as attached;
 - 3) THAT Bylaw P1309, Regional District of Alberni-Clayoquot Bamfield (Electoral Area A) Official Community Plan Bylaw P1309, 2013, be read a second time as amended.
-

Procedure: As this bylaw has received first reading by the Board, any changes made to the Bamfield Official Community Plan text or maps require that the Board amend the bylaw. The Board must first pass a resolution to amend the bylaw and then give second reading to the bylaw as amended. After second reading, a public hearing will be scheduled and the Board will receive the public hearing report and minutes before considering the bylaw for third reading.

Background: The Bamfield OCP text and maps were sent to referral agencies for their comments in February 2014. Minor changes have been made to the Bamfield OCP as a result of the agency comments received. Planning staff have changed policies in the plan that would allow for smaller lot sizes where communal/community water and sewer are both provided. Where no communal/community water or sewer are provided the minimum lot size would be 1 hectare (2.47 acres). A new policy was also added to reflect that any new development that would have a significant impact on the Bamfield Water System would require a review by a Professional Engineer to identify the impact on both the capacity and water quality of the system.

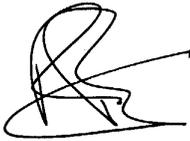
These changes to the OCP will be presented to the public at the public hearing to be held in June.

Prepared by: 

Alex Dyer, Planner

Reviewed by: 

Mike Irg MCIP, Manager of Planning and Development



Russell Dyson, Chief Administrative Officer

Bamfield OCP Text, Bylaw P1309 First Reading:

Policy 3.3.5 Require that all lots are appropriately serviced with water and sewerage.

Minimum Lot Size	Services
1 hectare	on-site water and sewer
0.24 hectare	communal or community water or sewer system

Policy 6.2.18 The ACRD shall match with the Riparian Area Regulation established by the province and maintain a 30 metre buffer from the natural boundary of either side of a watercourse, regulated through the Riparian Areas Development Permit Area unless a smaller setback is recommended by a Qualified Environmental Professional using the prescribed methodology.

Policy 7.2.10 The Regional District will work with the Vancouver Island Health Authority (VIHA) to encourage the use of grey water systems throughout the community.

Policy 13.2.3 The minimum parcel size associated with the Residential Use designations in this Plan shall be 0.24 hectares (0.6 acres) where serviced by communal or community water or sewer;

Policy 13.2.8 The ACRD will work with the Vancouver Island Health Authority to consider the use of composting toilets and grey water reuse.

Policy 17.3 (viii)(b) Removal of hazard trees;

Policy 17.3 (viii)(e) Limbing, pruning and topping of trees where a minimum of 60% of the original crown of any tree is retained to maintain tree health and vigour as prescribed by a professional arborist.

Bamfield OCP Text, Bylaw P1309 Proposed Changes for Second Reading

Policy 3.3.5 Provide for smaller lot sizes where communal or community water and communal or community sewer are provided. This recognizes that Bamfield acts as a primary remote service area for the region. Where no communal or community water or sewer are provided, the minimum parcel size shall be 1 hectare (2.47 acres).

- Policy 6.2.18** The ACRD shall support the Riparian Area Regulation established by the province and maintain a 30 metre buffer from the natural boundary of either side of a river or major stream as defined in “DPA I – Riparian Areas Protection” unless a smaller setback is recommended by a Qualified Environmental Professional using the prescribed methodology.
- Policy 7.2.2** *[new policy]* Any development that will have a significant impact on the Bamfield Water System shall include a comprehensive review by a Professional Engineer to determine the impact on the system in terms of capacity and water quality.
- Policy 7.2.10** The Regional District will work with Island Health to encourage the use of grey water systems throughout the community.
- Policy 13.2.3** *[removed]*
- Policy 13.2.8** The ACRD will work with Island Health to consider the use of composting toilets and grey water reuse. Composting toilets are not within the scope of the provincial Sewerage System Regulation which prescribes that any plumbing exiting a structure be connected to a septic system, sewer or permitted holding tank.
- Policy 17.3(viii)(b)** Removal of hazard trees characterized by a Certified Arborist.
- Policy 17.3(viii)(e)** Limbing, pruning and topping of trees where a minimum of 60% of the original crown of any tree is retained to maintain tree health and vigour as prescribed by a Certified Arborist.

REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT

BYLAW NO. P1309

**A BYLAW TO ADOPT THE BAMFIELD
(ELECTORAL AREA A) OFFICIAL COMMUNITY PLAN**

WHEREAS Section 876 of the *Local Government Act* empowers the Board to adopt one or more community plans for one or more areas, by bylaw;

AND WHEREAS the Board has consulted in accordance with Sections 879 and 881 of the *Local Government Act*;

NOW THEREFORE the Board of the Regional District of Alberni-Clayoquot in open meeting assembled enacts as follows:

1. This Bylaw is applicable to a portion of Electoral Area A (Bamfield) of the Regional District of Alberni-Clayoquot.
2. The community plan, including objectives, policies, and plan maps 1, 2, 3, and 4 attached as Schedule "A" to this Bylaw constitutes the Official Community Plan of the area referred to in Section 1.
3. If any schedule, section, subsection, sentence, clause, or phrase of this Bylaw is held to be invalid by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Bylaw.
4. This Bylaw may be cited as the "Regional District of Alberni-Clayoquot Bamfield (Electoral Area A) Official Community Plan Bylaw P1309, 2013".

Bamfield Official Community Plan Bylaw No. P1026 is hereby repealed.

Read a first time this 6th day of December, 2013

Public Hearing held on the day of , 2014

Read a second time this day of , 2014

Read a third time this day of , 2014

I hereby certify this to be a true and correct copy of Bylaw P1309 as read a third time by the Board of the Regional District of Alberni-Clayoquot on this day of , 2014.

Chief Administrative Officer

Approved by the Minister of Community, Sport and Cultural Development this day of , 2014

Adopted this day of , 2014

Chairperson

Chief Administrative Officer



Bamfield Official Community Plan



Alberni-Clayoquot Regional District

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PART I – BACKGROUND

1.0 INTRODUCTION

1.1 Plan Preparation

The Alberni-Clayoquot Regional District (ACRD) initiated a review of the Bamfield Official Community Plan in the fall of 2011 to update Bylaw No. P1026, 2000. This review was facilitated by students from the Geography Program at Vancouver Island University from June 2011 to April 2012. In preparation for this review, the *Bamfield Community Profile* was completed in the summer of 2011 (copies available at www.acrd.bc.ca). The students assisted with several community events and were responsible for all newsletters, meeting materials, and meeting summaries. A highlight of the planning process was the Community Mapping Exercise, where students and citizens collected stories and information on Bamfield.

Information provided by the current Bamfield OCP, Community Profile, current bylaws and legislation, and other relevant documents were reviewed to ensure that this OCP encompassed all pertinent information and initiatives. This Plan was directed, developed, and shaped using the technical background information, residents' perceptions, and community input.

The citizens of Bamfield are thanked for their generosity of time and effort in developing this Official Community Plan.

The Plan area is shown in heavy outline on Map No. 1. It is recognized that this boundary is not included in the letters patent of the Alberni-Clayoquot Regional District. For the purposes of this Official Community Plan and the application of the objectives and policies included in this Plan, this boundary shall prevail.

Note to the Reader, in this document:

- The Official Community Plan is referred to as the OCP or the Plan.
- The Alberni Clayoquot Regional District is referred to as the Regional District or abbreviated as ACRD.
- The Regional District of Alberni-Clayoquot Zoning Bylaw No. 15 is abbreviated as the Zoning Bylaw.
- The *Local Government Act* is abbreviated as the LGA.

1.2 Purpose of the Official Community Plan

An OCP is a general statement of the broad objectives and policies of the local government, a statement of the community's goals, objectives and policies with respect to existing and proposed land use, and forms the basis for regulatory bylaws. As such, the purpose of the Bamfield OCP is to provide the ACRD with a comprehensive long-range framework to guide, monitor and evaluate future land uses and community development decisions. The Plan is intended to provide direction to the ACRD, private citizens, businesses and public agencies on all matters concerning future development within the planning area.

The goals, objectives and policies outlined in the OCP are intended to provide insight and guidelines to ACRD staff, regional board directors, residents, property owners, investors, the development industry and regulatory agencies with respect to land use, servicing requirements, development, redevelopment and future plans.

1.3 Legislative Authority

The OCP is a bylaw and is prepared and adopted under the statutory provisions of the *LGA*. Section 877 of the *LGA* specifies that an OCP must include statements regarding the following matters:

- (a) the approximate location, amount, type and density of residential development required to meet anticipated housing needs over a period of at least 5 years;
- (b) the approximate location, amount and type of present and proposed commercial, industrial, institutional, agricultural, recreational and public utility land uses;
- (c) the approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- (d) restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- (e) the approximate location and phasing of any major road, sewer and water systems;
- (f) the approximate location and type of present and proposed public facilities, including schools, parks and waste treatment and disposal sites;
- (g) other matters that may, in respect of any plan, be required or authorized by the minister.

In addition, an OCP “must include housing policies of the local government respecting affordable housing, rental housing and special needs housing.”

An OCP must also include “targets for the reduction of greenhouse gas (GHG) emissions in the area covered by the plan, and policies and actions of the local government proposed with respect to achieving those targets.”

Section 878 then adds elements that an official community plan may include:

- (a) policies of the local government relating to social needs, social well-being and social development;
- (b) a regional context statement, consistent with the rest of the community plan, of how matters referred to in section 850 (2) (a) to (c), and other matters dealt with in the community plan, apply in a regional context;
- (c) policies of the local government respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan;
- (d) policies of the local government relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity.

Section 877 and 878 provide direction on what must be and may be included in an OCP. Some of the content (for example, the reference to a regional context statement in (b), above, are not relevant to this Official Community Plan as the ACRD and the member municipalities have not entered into a regional growth strategy. Other elements such as (d) are critically important to the community and while they are not required content, this Plan would be incomplete without a detailed discussion on environmental issues and the establishment of policies to manage the impact of growth and change on sensitive environmental features.

This Official Community Plan meets all legislative requirements as specified in the *Local Government Act*.

An official community plan sets out directions for managing future growth and change in a community.



1.4 Jurisdiction

The Regional District generally has authority over land use and activities on privately-owned land within its boundaries. It has some influence, often through the referral process, on activities that fall under other governing bodies' jurisdiction. In addition, once an official community plan is adopted as a bylaw, other government agencies may recognize the objectives and policies in the Plan and use them to guide their own development initiatives.

It is important to note that OCP land-use designations do not apply on Crown land to either the Crown, its agents and/or tenure holders unless the relevant Ministry willingly complies with them or the land is sold or transferred to a private individual or company.

Activities on land within the Agricultural Land Reserve (ALR) are regulated by the *Agricultural Land Reserve Act* and fall under the jurisdiction of the Agricultural Land Commission (ALC) and the *Agricultural Land Commission Act*. There are no lands designated in this Plan Area as within the Agricultural Land Reserve, but the Plan recognizes the importance of protecting lands for agriculture and the administrative responsibilities held by the ALC.

Similarly, there is privately-owned land that is designated as Private Managed Forest Land (PMFL) and regulated by the *Private Managed Forest Land Act*. This Official Community Plan cannot restrict, either directly or indirectly, forest management activities on these lands.

The Huu-ay-aht First Nation has lands immediately adjacent to the Plan area. Every effort has been made to ensure that the land use plans of Huu-ay-aht First Nation are recognized in this Official Community Plan. The Community of Bamfield will work closely with Huu-ay-aht First Nation to ensure compatibility on land use planning actions in the future.

The subdivision approval authority in unincorporated areas within regional districts is the provincial Approving Officer, associated with the Ministry of Transportation and Infrastructure. The Approving Officer bases his decisions on both provincial guidelines and the Regional District's recommendations with regards to its bylaws and policies, but cannot go against Regional District zoning bylaw requirements. An OCP may provide a basis for the Approving Officer to determine if a proposed subdivision is against the public interest. Development permits may also be required from the Regional District prior to subdivision approval from the Approving Officer.

Upland owners along the Bamfield Inlet are required to obtain a Land Act tenure prior to the installation of a new waterfront improvement or amend their existing Land Act tenure if alterations of existing waterfront structures extend beyond the dimensions of their current tenure, since aquatic Crown land within Bamfield Inlet is the jurisdiction of the Province of British Columbia.

1.5 The Plan

This OCP, Schedule A to Bylaw No. 1309, is divided into three parts:

- Part I, entitled **Background**, provides an introduction to the planning area and an overview of the intent of this OCP.
- Part II contains the **Goals, Objectives and Policies** for the community's growth and development over the next five to ten years. In this section, land use designations are developed which set out the plan for specific areas of land. The goals, objectives, and policies are then developed for each of these land use designations.
- Part III, **Plan Implementation**, provides a number of additional options available to the ACRD in order to implement the Plan. This section also provides detailed direction for growth and change through the establishment of development permit areas (DPAs) for lands that are considered to be sensitive or highly significant to the community. This section also establishes procedures for the Plan's amendment and review.

All three Parts and the accompanying maps located at the end of this document form the OCP for Bamfield. In some instances, policies for a specific area or feature may be found in more than one part of the Plan. For example, coastal areas are addressed under the policies for the natural environment and are also established as a development permit area. Therefore, the Plan as a whole should be consulted, rather than only one section, in the planning process.

Many citizens noted that protecting the coastal areas is a high priority in the Plan.



1.6 The Plan Area

Bamfield and Anacla communities are located within the homeland and Traditional Territory of the Huu-ay-aht First Nation.

Bamfield and Anacla straddle the Cape Beale headlands which are on the south shore of Barkley Sound. Today, the combined population of the two locales approaches 500. The setting for these communities includes temperate rainforest, protected inlets, and the exposed Pacific Coast. The two locales are surrounded by the Bamfield HUU-ay-aht Community Forest, HUU-ay-aht First Nation lands, and portions of Pacific Rim National Park. The Community of Bamfield is divided by the Bamfield Inlet. West Bamfield (located on Mills Peninsula) is only accessible by boat. The Bamfield boardwalk connects most of the homes, businesses, and docks on the west side. An unpaved logging road connects East Bamfield to the City of Port Alberni, located approximately 100 kilometres to the northeast. East Bamfield contains most of the commercial businesses and community amenities, including the Bamfield Community School, Volunteer Fire Department, and Health Centre. East Bamfield also includes the area known as Port Desire, located directly east of the main commercial area and situated on the Grappler Inlet.

The area is typified by a relatively pristine coastal environment that allows residents and visitors opportunities for hiking, sports fishing, kayaking, boating, diving, and relaxation activities.

The oral histories of the HUU-ay-aht First Nations (HFN) relate that they have occupied the region since time began. The most significant of the HFN sites in the region was the capital and defensive stronghold of Kiix'in (pronounced "kee-hin"), located on the Cape Beale Headlands. Prior to contact with Europeans, it is estimated that the First Nations population of Barkley Sound was between 3,000 and 5,000.

Bamfield was named after William Eddy Banfield, however it is unclear how or when the "n" in his name became an "m." Between 1857 and 1862, Banfield was employed as the government's first white settler, Indian Agent, trader, explorer, writer, and interpreter in Barkley Sound. Other European settlers arrived in the area in the late 1800s to establish a fishing community and an outpost for fur trading.

In 1902, the Bamfield Cable Station was constructed as the western terminus of the worldwide undersea Trans-Pacific Cable that linked the countries of the British Empire. The Bamfield Cable Station served as an essential communications link for the rest of the world until 1953 when the cable was extended up the Alberni Inlet to the City of Port Alberni. The Cable Station was closed in 1959, and most of the buildings were demolished.

The Bamfield Lifeboat Station was built in 1907, and was the first lifesaving station on Canada's Pacific Coast. Known as "the Graveyard of the Pacific," the coastline south of Bamfield was treacherous for ships, and today's West Coast Trail is the same trail that was originally built to help survivors of the many shipwrecks get back to civilization. The old Bamfield Lifeboat Station

is still used today by the Canadian Coast Guard.

In 1972, a consortium of five Western Canadian universities bought the Cable Station land and the remaining buildings to form the Bamfield Marine Station. Now known as the Bamfield Marine Sciences Centre, the institution continues to be used as a teaching and research facility, and is the village of Bamfield's largest employer.

The settlement of Anacla was established in 1969 and members of the HFN have resided there ever since. HFN has been its own legislative authority and government since the signing of the Maa-nulth Treaty in 2011. Today, HFN is a member of the Alberni-Clayoquot Regional District Board and is involved in many new projects relating to environmental protection, growth and change following the completion of the Treaty process. This Plan fully supports working in harmony with HUU-ay-aht First Nation on any issues of shared concern and benefit, and the word "community" in this document reflects the involvement of both partners.



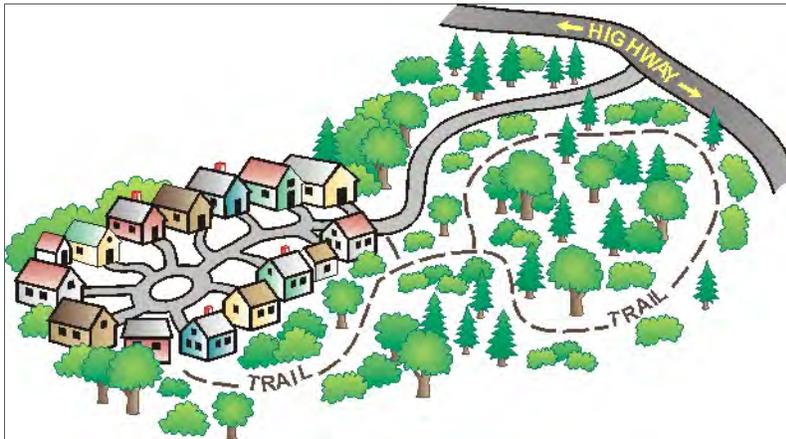
Orcas in the Inlet.

1.7 Definitions

“Accessory dwelling unit” means a secondary suite, granny suite, carriage home or basement suite.

“Agricultural Land Reserve” means a reserve of land established under the *Agricultural Land Reserve Act*.

“Clustering” means to cluster housing in order to preserve open space, sensitive ecosystems, natural or archaeological features; also called conservation planning.



“Communal water or sewer system” means a privately-owned water or sewer system with at least two connections.

“Community water or sewer system” means a publicly-owned water or sewer system with at least five connections.

“Comprehensive Development Area” (CDA) means an area designed for a comprehensive development plan or plan that is designed specifically for the site. This designation recognizes the uniqueness of parcels of land or their location or their intended use and is often used for larger areas, urban sites, mixed-use development and intensive small-lot developments.

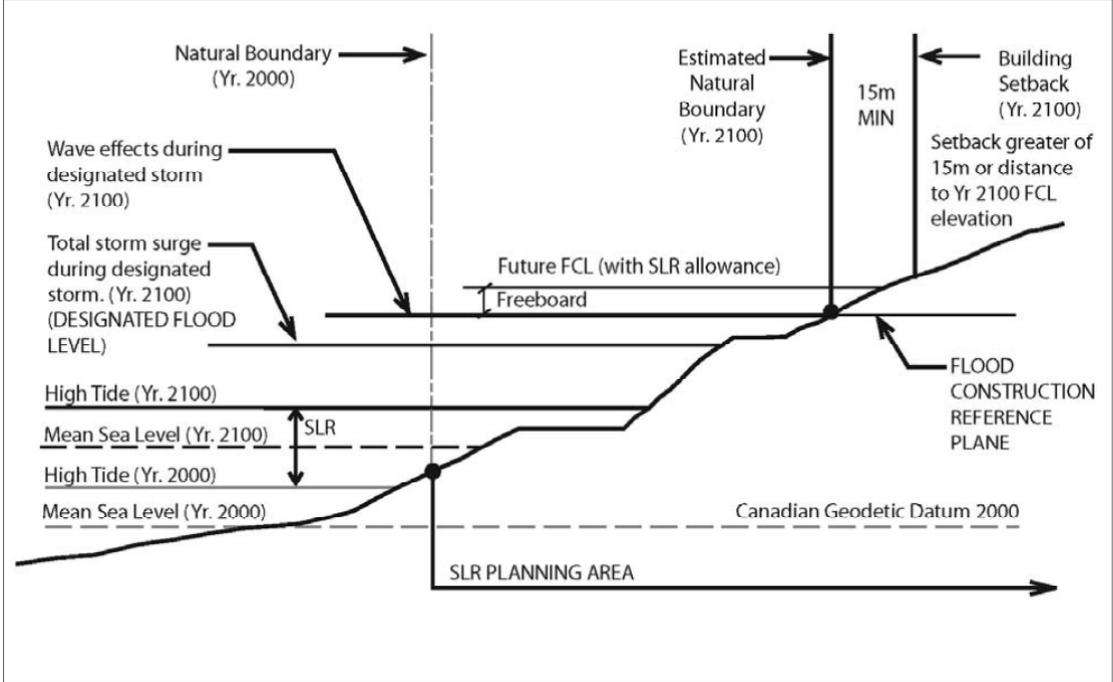
“Conservation design” means the same as clustering.

“Density averaging” means calculating the density that would be permitted on a parcel of land and allocating it to that portion of the site that is most suitable for development, generally in order to preserve or protect a sensitive portion of the site.

“Density bonusing” means providing additional density or development rights to an applicant in return for an amenity such as ecosystem protection, a public trail, etc.

“Development Permit Area” means an area of land that is designated as

“Flood construction level” means the lowest elevation recommended for construction of the underside of a wooden floor system or top of concrete slab for habitable buildings. Flood construction level is the observed or designated elevation for a flood having a 200-year recurrence interval based on a frequency analysis of unregulated historic flood records plus an allowance for freeboard, generally in accordance with the following diagram:



“Heritage Viewscope Area” means an area of land containing environmental features, buildings, and structures that typify a West Coast marine landscape.

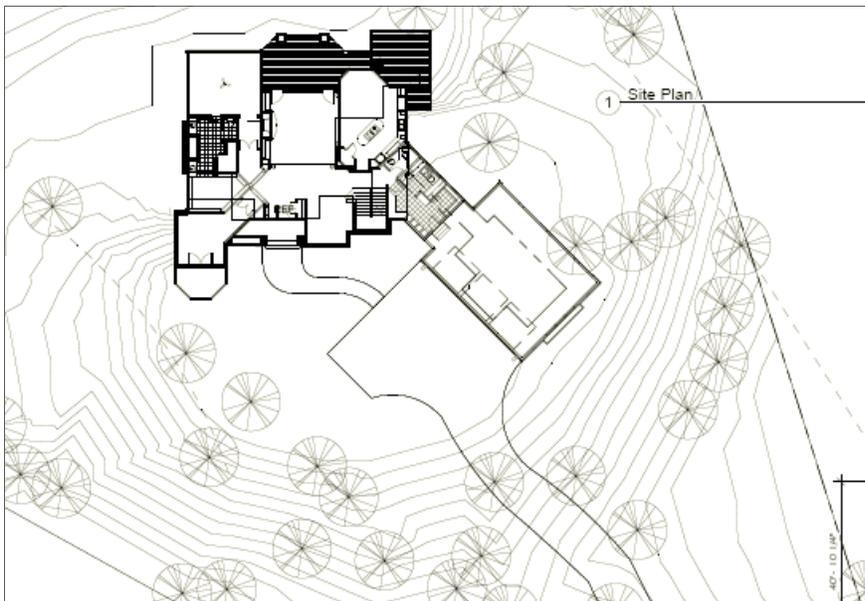
“Home industry” means the use of land, buildings and structures accessory or secondary to the primary residential use of the property for the purpose of storing, assembling, altering, repairing, manufacturing, fabricating, packing, preparing, breaking up, demolishing and treating any article, commodity or substance that can be carried out without hazard or intrusion and without detriment to the amenities of the surrounding area by reason of scale, noise, vibration, smell, fumes, smoke, grit, soot, ash, dust, glare or appearance and does not produce waste water in the process or contaminate water sources. Uses include, but are not limited to, the production of arts and crafts, wine-making, boarding stables, service shop, blacksmith and storage building for vehicles, equipment and commodities. A maximum of two persons who do not live on the property, in addition to the residents, may be employed in the home industry.

“Home occupation” means an occupation, trade, craft or profession that is accessory and secondary to the primary residential use of the property carried out in the dwelling or an

accessory building by the resident(s) of the dwelling. Home occupations may include accessory retail sales with no outside storage.

“Private Managed Forest Land (PMFL)” means lands designated as such by the provincial government and regulated by the *Private Managed Forest Land Act*

“Site adaptive planning” means using site and terrain analyses to determine the most appropriate form and placement of development for a property and designed with natural systems. Also called ecological planning or designing with nature.¹



“Small-scale food production” means farming and gardening on smaller-sized, non-ALR rural and residential properties.

“Qualified environmental professional” means an applied scientist or technologist and can be a Professional Biologist, Geoscientist, Forester or Agrologist in good standing in British Columbia with the appropriate professional organization.

“West Coast aesthetic” means placing an emphasis on the natural setting and using predominantly natural materials for buildings.

¹ Based on the principles in the book *Design with Nature*, Ian McHarg, 1969

PART II – VISION & GENERAL GOALS, OBJECTIVES AND POLICIES

2.0 VISION

A series of meetings were held in Bamfield in the early 2000's to discuss the future of the community. Through that process, a Bamfield Vision Statement and Bamfield Values Statements were developed.

These are used as the foundation of this Official Community Plan and the goals, objectives and policies that follow develop from these community-crafted and supported statements.

Bamfield Vision Statement

(Developed in 2002 through *InVolve BC* project and revised in 2003)

We envision Bamfield as an internationally recognized life-long learning community with the necessary supporting infrastructure, with a stable and vibrant economy that provides a variety of jobs and entrepreneurial and educational opportunities. We will preserve and restore the environment and cultural integrity, develop recreational resources and niche specialties that build on new technologies, and establish a welcoming, informed, caring and involved community in which individuals enjoy relationship, spirit and unity.

Bamfield Values Statement

(Developed through the *Inventing our Future, Beyond 2000* dialogue and revised in 2003)

- We are a spirited, friendly, caring community with diverse backgrounds and interest in a secluded west coast setting.
- We value the beauty of the natural and cultural environment and our connections to it.
- We also value the special opportunities that exist within our community for understanding, appreciating and utilizing natural and cultural resources.
- Respect is the basis of our culture and our relationships in the community.
- We are dedicated to preserving and sharing these values.

3.0 GENERAL GOALS, OBJECTIVES, & POLICIES

During the preparation of the *Bamfield Community Profile* and other background documents, information was gained on key issues facing the Bamfield/Anacla area as well as on the future goals for this community. Interviews with staff and elected officials were conducted over summer 2011, and then the first community meeting was held in November. Two additional large-scale community meetings were held in January and March 2012. The January meeting involved citizens of Bamfield and students from Vancouver Island University in a Community Mapping Exercise, intended to identify the places and things that are important to the community. In addition, students from Vancouver Island University began the development of a text on Bamfield, with the chapters and content reflecting the key topic areas developed out of the Official Community Plan process.

In total, almost 150 written or emailed comments were received on the Plan during the drafting process. This was supplemented with high levels of community involvement by a small group of residents interested in particular issue areas of the Plan, and ongoing research on the issues impacting the Pacific Arrowsmith Area. These events and input shaped an understanding of the past and present of the community, and the discussions that took place set the direction for the goals, objectives, and policies outlined in this Plan.

Presented first are general goals, objectives, and policies for the entire Plan area. The Plan is then divided into sections that address specific issues and land uses in the community. All of this information results in the definition of Land Use Designations on **Map No. 2**, the Development Approval Information and Development Permit Areas on **Map No. 3**, and the Infrastructure and Community Services information illustrated on **Map No. 4**.

3.1 The Goals

The **General Goals** of the community are to:

- Goal 3.1.1** Recognize and protect the unique characteristics of our community;
- Goal 3.1.2** Work closely with our neighbours, the Huu-ay-aht First Nation, to achieve common goals and objectives;
- Goal 3.1.3** Protect environmentally sensitive features and the other inhabitants of the air, lands, and water in the Plan area;
- Goal 3.1.4** Recognize the importance of our coastal location and the way in which this location shapes all our actions;
- Goal 3.1.5** Promote a strong sense of community and community pride;
- Goal 3.1.6** Ensure that there are viable employment and business opportunities in the community that will allow people to live in Bamfield and Anacla year-round.

The following Objectives and Policies develop from ACRD planning principles that apply to all of the lands under ACRD jurisdiction. They also recognize the role of the ACRD, the Province, and other levels of government in shaping land uses, growth, and change in the Plan area.

The following General Objectives and Policies, including subdivision guidelines, apply to the entire community of Bamfield.

3.2 General Planning Objectives

- Objective 3.2.1** Employ – and encourage property owners and developers to employ – sustainability principles and best practices in all aspects of land-use planning, development and management.
- Objective 3.2.2** Minimize the potential for land-use conflict and danger from natural hazards.
- Objective 3.2.3** Retain public access to all water features.
- Objective 3.2.4** Provide a wide variety of opportunities for economic activity and employment within the Plan area.
- Objective 3.2.5** Develop a range of parks and trails.
- Objective 3.2.6** Facilitate the provision of safe, affordable rental housing within the Plan area.
- Objective 3.2.7** Ensure that opportunities for home industry are provided and implemented with minimal disturbance to neighbours.
- Objective 3.2.8** Preserve or obtain public access to the waterfront, in the form of trails, public parklands, easements over private lands, or any other mechanism that ensures that the waterfront can be reached by citizens at defined, accessible, and well-distributed points.
- Objective 3.2.9** Work with Huu-ay-aht First Nation and appropriate government jurisdictions to address issues with tsunami debris and artifacts from the 2011 earthquake in Japan.

3.3 General Planning Policies

It is the Regional District’s policy to:

- Policy 3.3.1** Expand and develop framework to address derelict properties’

appearance and upkeep regulation and intervention policies.

- Policy 3.3.2** Preserve the integrity of the natural environment and the safety of residents and the built environment.
- Policy 3.3.3** Implement a comprehensive development area designation and other tools such as density averaging and density bonusing to facilitate conservation design, clustering, and environmental protection.
- Policy 3.3.4** Designate larger tracts of vacant lands as Development Approval Information Areas (DAIAs) in order to ensure the safety of the future residents and the built environment on these lands.
- Policy 3.3.5** Provide for smaller lot sizes where communal or community water and communal or community sewer are provided. This recognizes that Bamfield acts as a primary remote service area for the region. Where no communal or community water or sewer are provided, the minimum parcel size shall be 1 hectare (2.47 acres).
- Policy 3.3.6** Require a 10-metre fuel-free or fuel-reduced buffer in the wildfire interface area between the forested lands and any building or structure to minimize the danger of fire for all development adjacent to forested lands and woodlots of 20 hectares or more.
- Policy 3.3.7** Provide protection for riparian areas, coastal areas and natural hazard areas by designating them as development permit areas.
- Policy 3.3.8** Require a 10-metre treed, landscaped and fenced buffer between agricultural land and non-agricultural development on non-agricultural land.
- Policy 3.3.9** Require parkland dedication through the subdivision process where it meets stated parkland planning objectives/goals for the area and cash in lieu of parkland where it does not.
- Policy 3.3.10** Acquire and ensure public access to water bodies through the subdivision process where feasible.
- Policy 3.3.11** Permit home occupation uses, as a secondary or accessory use, in any designation where a single-family dwelling is the principal use.
- Policy 3.3.12** Permit home industry uses where the parcel is a minimum of 2 hectares in size.

- Policy 3.3.13** Require adequate screening and buffering between home industry uses and adjacent properties.
- Policy 3.3.14** Require setbacks of not less than 15 metres from the property line where home industrial use is accommodated within an accessory building and not less than 30 metres from the property line if the use is not located in a building.
- Policy 3.3.15** Permit home industrial uses such as arts and crafts, food processing, wood processing such as furniture manufacturing, repair of non-motorized vehicles and as permitted in the zoning bylaw.
- Policy 3.3.16** Permit one (1) accessory dwelling unit on all lots in all designations where the principal use is a single-family dwelling, provided that the lot is not less than 0.4 hectares in size and is capable of meeting all building code requirements, as well as all health requirements. Recognize the need for smaller footprint homes.
- Policy 3.3.17** Recognize parks, trails, roads and utilities as a permitted use in all designations.
- Policy 3.3.18** Consider density bonusing for conservation or protection of land. As an example, a density bonus of 10% could be achieved if 20% of the land is protected, or a bonus 20% if 30% is protected.
- Policy 3.3.19** Consider issuing temporary use permits for commercial or industrial use in appropriate areas within all land-use designations.

General Advocacy Policies

- Policy 3.3.20** Promote the development of land in a manner that suits and is appropriate to the site upon which it will be built.
- Policy 3.3.21** Encourage development plans and site layouts incorporating site-adaptive planning and conservation design or clustering.
- Policy 3.3.22** Encourage the preservation of natural features such as streams, lakes and wetlands through the subdivision and development process.
- Policy 3.3.23** Encourage land-use patterns that do not compromise the ecological integrity and rural character of the Plan area.

Policy 3.3.24 Encourage development and accompanying road systems to be constructed in a manner in keeping with the natural environment but also to be constructed to meet Ministry of Transportation and Infrastructure Standards.

Policy 3.3.25 Support the design and use of rainwater management plans for development to ensure that post-development run-off flows approximate pre-development flows.

Policy 3.3.26 Support small-scale food production on all properties within the Plan area.

Policy 3.3.27 Encourage redesignation to comprehensive development area for any lot or lot assembly consisting of 2 hectares or more.

A friendly local...



4.0 PLANNING & LAND USE DESIGNATIONS

The Community of Bamfield and the Alberni-Clayoquot Regional District acknowledge that land use patterns and land ownership changes over time, and this provides an opportunity to shift the patterns of growth and development to align more fully with the goals, objectives and policies of this Official Community Plan.

The following sections set out the Plan for the Community of Bamfield. The first five sections (below) contain objectives and policies that apply to all the lands in the community:

- Sustainability
- Natural Environment
- Infrastructure
- Agriculture
- Heritage and Culture

The sections that follow (below) contain objectives and policies that apply to specific areas of land, and set out Land Use Designations as shown on Map No. 2:

- Forestry
- Industrial
- Commercial
- Residential
- Comprehensive Development
- Institutional
- Parks, Trails and Recreation

As a specific parcel may be impacted by objectives and policies in more than one section, this Plan should be reviewed in its entirety when developing an understanding of the community's direction on growth and change in Bamfield.

In addition, the Development Permit Area Guidelines contained in Part III should also be carefully reviewed for details on potential land use and development.

Otter prints on the beach.



5.0 SUSTAINABILITY

Sustainability is presented as the first section of this Plan. This responds to community comments around keeping sustainability as the overarching goal that shapes all objectives and policies in the Bamfield OCP.

This section also includes objectives and policies around planning for climate change. In the case of greenhouse gas emissions (GHGs), the province has required that every official community plan in BC must contain targets and actions for reducing GHGs. To aid in this process, the provincial government has prepared a Community Energy and Emissions Inventory for each BC community (available on the ACRD website at www.acrd.bc.ca).

As with all rural communities, the majority of emissions in the Regional District stem from on-road transportation. Given that there are few transportation choices other than on-road transportation or coastal transport to access the community, it is anticipated that these traditional forms for moving people and goods will remain dominant. However, there was discussion in the community on the use of alternative fuels and construction methods that would lead to decreased GHG emissions. In addition, when within Bamfield, many residents choose to walk or cycle from place to place. It is anticipated that residents will continue to seek new ways to tread with a lighter human footprint on the landscape of the community.

The ACRD, in setting targets for greenhouse gas emissions reduction, must consider the unincorporated areas of the Regional District as a whole, as the inventory is not broken down by electoral area. In 2007, the ACRD electoral areas used a total of 1,510,650 Gigajoules of energy and produced 46,228 tonnes of CO₂ emissions. The ACRD has set the following targets:

- | | |
|-----------------|---|
| Target 1 | To reduce vehicular CO ₂ emissions by 10%, from 46,228 tonnes to 41,605 tonnes, by 2013. |
| Target 2 | To focus 50% of new development in areas that are within or close to existing water systems. |

5.1 Sustainability Objectives

- | | |
|------------------------|--|
| Objective 5.1.1 | Live lightly on the landscape by employing thinking about sustainability in forestry, fishing, tourism, recreation, food production, and residential life. |
| Objective 5.1.2 | Support ways of alternative energy production that makes sense for Bamfield, given its coastal location and challenged accessibility. |
| Objective 5.1.3 | Reduce greenhouse gas emissions through personal and community |

initiatives.

5.2 Sustainability Policies

It is the Regional District's policy to:

- Policy 5.2.1** Seek guidance and financial assistance from senior governments for help in implementing its greenhouse gas emission reduction targets and policies.
- Policy 5.2.2** Create awareness and new opportunities for recycling that make sense for Bamfield, including a new glass recycling facility.
- Policy 5.2.3** Support the development of a community compost area to create compost that could be used by citizens or in park spaces, potentially near the community transfer station.
- Policy 5.2.4** Create awareness of individual actions by hosting an annual community sustainability event for sharing best practices.
- Policy 5.2.5** Require the consideration of sustainability in every new development application in Development Approval Information Areas.
- Policy 5.2.6** Encourage the use of water conservation devices such as low flush toilets, rainwater collection systems, and low water use showers.

Advocacy Policies

- Policy 5.2.7** Encourage the installation of bike racks at key locations in the Plan area, including commercial enterprises.
- Policy 5.2.8** Encourage the use of non-motorized forms of transportation such as walking and bicycling, car-pooling and ride-sharing to minimize greenhouse gas emissions.
- Policy 5.2.9** Encourage siting all dwellings, buildings and structures where they have the least impact on the natural environment (including elevating buildings on the waterfront) and where they may best utilize passive solar heating.
- Policy 5.2.10** Encourage the use of energy and water conservation devices such as solar panels or tubes, wind turbines, rainwater collection systems,

composting or low-flush toilets, grey water systems, low-water-using showers and appliances in all buildings.

- Policy 5.2.11** Encourage the use of geothermal, air-source heat pumps or solar energy to reduce greenhouse gas emissions.
- Policy 5.2.12** Work with the Bamfield Marine Sciences Centre to monitor climate change indicators and make this information available to the public.
- Policy 5.2.13** Request that the appropriate Ministry initiate a full-scale review of coastal erosion and ocean level rise issues in the community.
- Policy 5.2.14** Apply to relevant provincial Ministries for support for an innovative car/boat/kayak sharing facility for West and East Bamfield.
- Policy 5.2.15** Increase walkability by expanding the waterfront trail system.
- Policy 5.2.16** Encourage the use of green infrastructure and technologies in residential, commercial, and industrial uses when appropriate.
- Policy 5.2.17** Encourage the provincial government to consider the approval of composting toilets and the used of grey water systems for domestic uses.
- Policy 5.2.18** Encourage a *Design with Nature* approach to development to encourage low impact development and manage stormwater runoff.

5.3 Greenhouse Gas Emissions Reduction Actions

- Action #1** The Regional District will create a forum for the posting and learning of car-pooling and ride-sharing opportunities.
- Action #2** The Regional District will build or assist in building not less than one kilometres of pathway or trail per year in the Bamfield/Anacla area. A priority will be a path connecting Bamfield and Anacla.
- Action #3** The Regional District will provide information to home owners who wish to legalize an existing accessory residential dwelling unit or to create a new one.

6.0 NATURAL ENVIRONMENT

The Natural Environment is presented as the second section in this Official Community Plan, as the incredible natural environment and highly productive ecosystems are a primary reason why people live in or travel to the Plan area.

Community members have indicated that the protection of environmentally sensitive lands and riparian areas is paramount to protect fish stocks and habitat. Citizens also spoke to the need to protect potable water supplies, both surficial and from aquifers.

Community objectives on the Natural Environment are realized both through the following objectives and policies and through the designation of Development Permit Areas, shown on Map No. 3, for riparian areas, hazard areas (slopes over 30%), and environmentally sensitive lands.

The March 2011 earthquake and tsunami in Japan is expected to have implications for the Plan area as debris from this event washes over to the West Coast. Both the Community of Bamfield and Huu-ay-aht First Nation will be impacted by the repercussions of this natural disaster. The ACRD and other local governments along the coast have agreed to repatriate any found items to Japan as much as possible and to inform relevant authorities of the spread and extent of these items along the coast.

6.1 Natural Environment Objectives

- Objective 6.1.1** Protect environmentally sensitive features and areas in recognition of their importance to environmental quality and benefits they provide to the local economies of Bamfield and Anacla (this includes, but is not limited to: marine riparian, marine shorelands [foreshore], beaches, nearshore habitats, shellfish, fish, forage fish spawning habitats, aquatic vegetation, wetlands, estuaries, freshwater systems [rivers, streams, lakes] and wildlife habitats).
- Objective 6.1.2** Encourage productive and healthy ecosystems and biodiversity, balanced against economic benefits for inhabitants and the enjoyment of visitors to the area by minimizing potential conflicts with the built environment.
- Objective 6.1.3** Protect surface water and riparian areas for fish habitat and other wildlife values.

- Objective 6.1.4** Recognize the impacts associated with the moorage of vessels within the harbour that are used as commercial accommodation (social, environmental and economic impacts).
- Objective 6.1.5** Protect the foreshore areas as important habitat for fish and wildlife and for the future prosperity of local residents.
- Objective 6.1.6** Maintain and enhance habitat diversity and function.
- Objective 6.1.7** Recognize the existing physical environment adjacent to the shoreline in the Bamfield Inlet and on the ocean side of the Mills Peninsula’s unique and special character and to ensure compatibility and integration of new development with and into this environment.
- Objective 6.1.8** Recognize that marine riparian corridors are important to maintain natural erosion rates, sedimentation, and pollution abatement into the marine environment and appropriate setbacks are necessary to maintain general ecological stability and natural ecosystem processes.
- Objective 6.1.9** Recognize the cumulative negative impacts associated with upland, shoreline (waterfront) and foreshore development to the marine environment and sensitive habitats and the need to manage them.
- Objective 6.1.10** Plan and regulate new development in a manner that preserves and protects the long-term physical integrity and ecological values of shoreline and associated foreshore and upland areas.
- Objective 6.1.11** Guard against erosion and avoid damage to public property.
- Objective 6.1.12** Identify and limit development on lands that are susceptible to flooding or tsunami hazard.
- Objective 6.1.15** Balance development opportunities with the ecological conservation of the shoreline environment.
- Objective 6.1.13** Maintain the public’s use and access to important recreation areas in a manner that does not compromise the ecological integrity of the shoreline or put users at risk.
- Objective 6.1.14** Recognize the need for public access to marine shorelands and foreshore areas and the development of community greenways throughout the community of Bamfield.

6.2 Natural Environment Policies

It is the Regional District's policy to:

- Policy 6.2.1** Protect the environmental integrity of natural resources including lakes, wetlands, rivers and streams.
- Policy 6.2.2** Protect known sensitive ecosystems, wildlife and wildfowl habitat, and environmentally-sensitive areas.
- Policy 6.2.3** Recognize that a sustainable process of tertiary sewage treatment is important to the community, although major upgrades will be costly; in the interim, composting toilets or other septic treatment methods should be investigated.
- Policy 6.2.4** Maintain proper water monitoring systems and ensure the efficient use of water resources, including treatment, before potable water re-enters the ocean.
- Policy 6.2.5** Encourage bear proofing for all residential and commercial garbage disposal and educate residents on the negative issues relating to garbage disposal in the community forest.
- Policy 6.2.6** Implement new Development Permit Area guidelines that keep the foreshore natural and establish a buffer area with limited development.
- Policy 6.2.7** Require that all development proposals consider the maintenance of appealing natural features and the enhancement of important viewsapes.
- Policy 6.2.8** Protect against the loss of life and minimize property damage associated with flooding events within the Regional District by encouraging park and open space recreational uses on flood susceptible lands. Where there is no alternative but to use flood prone lands for development, the construction and siting of buildings and mobile homes to be used for habitation, business or the storage of goods damageable by flood waters shall be flood proofed to those standards specified by provincial regulations.
- Policy 6.2.9** Upland areas included within the Environmentally Sensitive designation where appropriate, be subject to increased building

setbacks as well as vegetation retention covenants due to slope stability, erosion abatement and aesthetic reasons.

- Policy 6.2.10** The ACRD will support means by which ancient wildlife trees can be identified and adequately protected from felling throughout the Plan area.
- Policy 6.2.11** The Regional District will actively encourage and petition the Bamfield Marine Sciences Centre to voluntarily and legally protect, retain and preserve forested areas and tracts, adjacent to foreshore/water, flanking Grappler Inlet/Port Desire and the Bamfield Inlet for visual, scenic and amenity impact reasons; this area is designated as a Development Permit Area (see Part III).
- Policy 6.2.12** Placement of fill within floodplains should be restricted to the greatest extent possible in order to provide passage for flood waters without increasing flood levels or re-directing flows. Placement of fill may also decrease natural flood storage and result in higher flows downstream.
- Policy 6.2.13** Swamps and wetlands within the plan area should be retained as much as possible in their natural state as they provide natural flood storage.

Advocacy Policies

- Policy 6.2.14** Encourage federal and provincial authorities to consider long term sustainability principles in development of policy and the issuance of licences for fishing.
- Policy 6.2.15** Encourage local tourist facilities to join together to develop an eco-friendly brand for Bamfield that will draw in like-minded patrons.
- Policy 6.2.16** Advocate allowing beach burning only on specific sites and oppose all burning of garbage either for domestic refuse for citizens or for the burning of garbage by visitors to the community.
- Policy 6.2.17** Work with the federal government to manage the moorage of vessels in the harbour, both to manage environmental impacts and to reduce negative economic impacts for existing businesses and services.
- Policy 6.2.18** The ACRD shall support the Riparian Area Regulation established by the province and maintain a 30 metre buffer from the natural boundary of either side of a river or major stream as defined in “DPA I – Riparian Areas Protection” unless a smaller setback is recommended

by a Qualified Environmental Professional using the prescribed methodology.

- Policy 6.2.19** Development of land, and the location of all permanent structures upon land included within the Plan area, may be subject to additional setback and elevational requirements as determined by the ACRD in consultation with the province. It is emphasized, however, that the unique nature of the community and its physical environment does not warrant, or merit or justify in terms of redevelopment options, a “standardized” floodproofing response from the province. To ensure compatible and sensible development and redevelopment occurs, the ACRD will actively seek provincial approvals and concurrence to siting alternatives and options that enhance and fit into, the existing, built, fabric of the community.
- Policy 6.2.20** The ACRD supports the protection of any eagle, heron, osprey nesting sites on any lands within the Plan area; these lands are subject to protection under the *Wildlife Act*.
- Policy 6.2.21** The ACRD, in cooperation with the province, may initiate and/or request or stipulate the formal retention of vegetation on lands adjacent to or in any sensitive environmental area by formal covenant in adjudicating formal development proposals. This stipulation is exclusive of separate Section 936 and 941 requirements of the *Local Government Act*.
- Policy 6.2.22** In addition, the ACRD consider initiating a landscaping/screening by-law under the *Local Government Act* for Bamfield in order to foster the above noted goals/objectives.

The following section provides specific objectives and policies for Eelgrass Protection. Eelgrass is a keystone species: healthy eelgrass is indicative of a healthy marine ecosystem, and a healthy marine ecosystem supports the health of terrestrial and avian species. Therefore, this sub-section is presented separately but within the Natural Environment section.

6.3 Eelgrass Protection Objectives

- Objective 6.3.1** Where feasible, protect and restore sensitive eelgrass habitat in aquatic environments where eelgrass existed in the past or where conditions would support the development of eelgrass beds.

6.4 Eelgrass Protection Policies

It is the Regional District's policy to:

- Policy 6.4.1** Discourage docks, piers, and mooring buoys from being located in areas containing sensitive, unique, or high value habitats.
- Policy 6.4.2** Minimize shading on the foreshore and shallow subtidal habitats due to buildings or structures, as this can impede juvenile salmon migration and decrease aquatic vegetation growth.
- Policy 6.4.3** Support the Huu-ay-aht Bamfield Eelgrass Stewardship Project and incorporate its eelgrass mapping into the OCP denoting Development Permit Area IV – Coastal Protection.
- Policy 6.4.4** Discourage solid-core pier and ramps.
- Policy 6.4.5** Encourage boat launch ramps to be located on stable, non-erosional banks where a minimum amount of shoreline stabilization is necessary. Ramps should be kept flush with the slope of the foreshore (to avoid interruption of littoral drift), and be constructed of natural gravels rather than concrete where appropriate.

Advocacy Policies

- Policy 6.4.6** Recognize that the any docks or ramps must obtain a license to construct a private moorage facility from the appropriate provincial or federal agency; ownership of a waterfront property does not guarantee the ability to construct a dock or ramp. In addition, private docks are to be used for approved water-based purposes by the land owner and not for rental or lease to any non-family member. Approved water-based purposes appropriate water-based uses which include: moorage of vessels, storage of personal watercraft (canoes/kayaks). Dock footprint should not be increased to accommodate activities that can be shore-based or any other recreational or business enterprise (including sheds and fish cleaning stations).
- Policy 6.4.4** Work with relevant agencies to support a ban on creosote pilings and dock structures and on any other ramp/dock materials that are toxic to the environment and/or contain toxic materials.

Policy 6.4.5

Investigate the implementation of tax incentives or grants from senior levels of government for the construction of “eelgrass friendly” docks.



A view from the shore.

7.0 INFRASTRUCTURE

Infrastructure consists of “hard services” such as roads, water systems, waste management systems and utilities, as well as “community services” such as police and fire protection, schools, hospitals and health services, religious and burial facilities, and community centres. These are shown on Map No. 4 of this Plan.

The most discussed issue under this topic is the road to Bamfield. While community opinion is mixed on paving the road, most residents expressed a strong desire to see the road maintained year-round to minimize the damage to automobiles and reduce the potential for accidents.

7.1 Infrastructure Objectives

- Objective 7.1.1** Maximize the efficient use of water and sewer infrastructure that is in place, recognizing that major upgrades or expansions will be costly.
- Objective 7.1.2** Direct growth to infilling areas where servicing can be efficiently supplied.
- Objective 7.1.3** Work with Huu-ay-aht First Nation on shared infrastructure objectives, including a regional and shared water supply/distribution system to address present and future water supply problems.
- Objective 7.1.4** Improve garbage collection and recycling services to limit bear incidents and to increase the amount of product that can be recycled, recognizing that costs of recycling can be high due to transportation limitations.
- Objective 7.1.5** Support an efficient and high-functioning fire protection service with a focus on fire prevention and education.
- Objective 7.1.6** Recognize the importance of the Bamfield Road to the community’s social and economic health.
- Objective 7.1.7** Ensure the long-term longevity and continued operation of the public dock facilities as the use of this infrastructure is critical to the social and economic health of the Plan area.

7.2 Infrastructure Policies

It is the Regional District's policy to:

- Policy 7.2.1** Encourage all future development proposals to consider sustainability and the efficient use of existing servicing.
- Policy 7.2.2** Any development that will have a significant impact on the Bamfield Water System shall include a comprehensive review by a Professional Engineer to determine the impact on the system in terms of capacity and water quality.
- Policy 7.2.3** The Regional District will maintain a garbage collection and recycling facility in East Bamfield.
- Policy 7.2.4** Explore options for tying into the Huu-ay-aht First Nation sewage system and encourage new thinking on the treatment of sewage to decrease fecal coliform levels in Bamfield Inlet.
- Policy 7.2.5** Develop a brochure/map with tips on how to drive the road to Bamfield safely and efficiently.

Advocacy Policies

- Policy 7.2.6** Protect water resources and the Community Watershed to ensure that any development in this area is limited and recognizes the potential impacts on water supply.
- Policy 7.2.7** Work with relevant provincial agencies to find solutions for sewage disposal, recognizing that any option must be supported by the community and financially feasible.
- Policy 7.2.8** The Regional District will work with provincial and federal governments to ensure that any tax exemptions for public and private utilities, and institutional or educational establishments are balanced against fair and equitable contributions toward community servicing.
- Policy 7.2.9** The Regional District shall advocate for improved year-round maintenance of the Bamfield Road with all relevant authorities.
- Policy 7.2.10** The Regional District will work with the Vancouver Island Health Authority (VIHA) to encourage the use of grey water systems

throughout the community.

- Policy 7.2.11** The community and ACRD will work with BC Hydro to find new ways to limit power outages. Options may include back-up generators for the entire power grid, incentives for the purchase and installation of individual generators, the development of local, alternative energy generation sources such as wind turbines and run-of-the-river microhydro.
- Policy 7.2.12** Request new infrastructure to increase phone reception and internet capabilities for residents, tourists, and businesses.
- Policy 7.2.13** Support Huu-ay-aht First Nation infrastructure expansion activities where community support is in place.
- Policy 7.2.14** Investigate funding for the development of a sewage system on the west side of Bamfield that could be connected in the future to a main sewer system.
- Policy 7.2.15** Work with transportation vessels to assist in the removal of recyclable materials.
- Policy 7.2.16** Work with Huu-ay-aht First Nation on fire prevention and education issues to support the activities of the shared fire department services.



8.0 HERITAGE AND CULTURE

The people of the Huu-ay-aht First Nation have lived in this area from time immemorial. European settlers arrived to the area in the late 1800s to establish a fishing community and an outpost for fur trading. This section of the Plan looks at objectives and policies for protecting the heritage and unique cultural features of the community.

8.1 Heritage and Culture Objectives

- Objective 8.1.1** Acknowledge the importance of the natural environment and physical features in shaping the culture and sense of community in the Plan area.
- Objective 8.1.2** Endeavour to increase connection and communication with the Huu-ay-aht First Nation to work toward shared objectives around heritage and culture.
- Objective 8.1.3** To encourage the recognition, protection and preservation of heritage features and sites, including the Boardwalk and historical Life Saving Trail.

8.2 Heritage and Culture Policies

It is the Regional District's policy to:

- Policy 8.2.1** Support the development of a new community centre to encourage community gatherings and events. In the interim, the efficient use of existing buildings such as the school and fire hall for community uses is encouraged.
- Policy 8.2.2** The ACRD, in cooperation with the appropriate provincial and federal agencies and interested local parties, will support measures to protect heritage features and sites in the area. To that end, such protection measures will be both discretionary/voluntary and regulatory with:
- a) Developers being encouraged to consider heritage resource concerns in their project planning and design.
 - b) The ACRD may consider implementation of a Heritage Designation Bylaw under the *Local Government Act* for appropriate lands/sites; and
 - c) The ACRD will encourage the protection of the existing Life Saving Trail as a historically significant element within the area and will ensure adequate buffers, containing the trail proper, are

retained to achieve these goals.

Advocacy Policies

- Policy 8.2.3** Support the identification, protection and conservation of archaeological sites and features and work with relevant provincial authorities in this area.
- Policy 8.2.4** Encourage volunteerism to boost local events and festivals held by community groups and institutions.



Points of interest in the community.

9.0 FORESTRY

The area surrounding Bamfield contains large tracts of forested lands which provide wildlife habitat, stream protection, and buffers between potentially conflicting uses. At the same time, forestry-related activities provide economic activity and employment.

The Bamfield Huu-ay-aht Community Forest (BHCF) is partly located within the Plan area. The Community Forest is approximately 365 hectares in area. According to the Community Forest Management Plan dated September 19, 2011, "The original Tenure Agreement allowed for recognition and utilization of resources and values other than timber, and as such our Management Plans have not focused on management of timber resources alone. Our Community Forest attempts to integrate many other activities, including the sustainable harvest of Non-Timber Forest Products, community based value-added wood manufacturing, ecologically-based silviculture, education, research, training, restoration, ecotourism/interpretation (cultural and natural), recreation and small business facilitation. We have achieved some of these goals through research partnerships, trail location reconnaissance efforts, projects with the Bamfield School and others."

The initial Tenure Agreement was negotiated through 2000 and 2001 and signed in September of 2001. The Management Plan that was developed continues from that point and will meet the requirement that allows the transfer from a Pilot Community Forest Agreement (PCFA) to a Community Forest Agreement (CFA). This Official Community Plan recognizes the goals and intents of the Community Forest Management Plan.

9.1 Forestry Objectives

- Objective 9.1.1** Maintain and foster a viable forestry industry to ensure local employment.
- Objective 9.1.2** Retain significant tree cover throughout the area.
- Objective 9.1.3** Protect and enhance ecologically sound forests to achieve benefits such as climate regulation, clean water, erosion and sedimentation control, nutrient cycling, biological pest control, habitat values and maintenance of biodiversity, and to allow for value added extraction from the forests.
- Objective 9.1.4** Meet or exceed all regulatory requirements for selection harvesting in the Community Forest through innovative development practices.
- Objective 9.1.5** Maintain local control and stewardship of the Community Forest, facilitated through a board of directors and an advisory committee. The forest will provide greenspace, buffering, recreational opportunities for

residents and tourists, and habitat for local species.

9.2 Forestry Policies

It is the Regional District's policy to:

Policy 9.2.1 Maintain a minimum lot size of 20 hectares in areas designated Forestry Use.

Advocacy Policies

Policy 9.2.2 Support the on-going use of forestry lands for silviculture, growing and harvesting of trees.

Policy 9.2.3 Encourage large-lot land owners to retain tree-cover and to maintain slope and soil integrity.

Policy 9.2.4 Support silviculture and forestry activities.

Policy 9.2.5 Identify stands of old growth trees in SW1/4 SEC 18 TP1 and in adjacent Huu-ay-aht First Nation land and seek a park designation for areas with trail networks and stands of old growth forest.

Policy 9.2.6 Liaise with Huu-ay-aht First Nation on the development of a trail network connecting West Bamfield Community Forest land and the Ancient First Nations settlement.

Policy 9.2.7 External support for the Community Forest is encouraged to ensure that the forest remains financially self-sustaining.

Policy 9.2.8 The Community Forest Society is committed to managing the Community Forest over a long term planning horizon.

10.0 INDUSTRIAL

Since the founding of the communities, Bamfield and Anacla have contained a range of industrial uses focusing on natural resource extraction and the sea. The overall objective of this section is to encourage industrial uses for employment, but ensure that these uses do not conflict with the natural environment or other forms of land development.

The ACRD recognizes that natural resources are vital to the development and maintenance of the built environment and its infrastructure. There is some potential for extraction in the Plan area. Known sand, gravel and mineral reserves are shown on Map No. 3.

10.1 Industrial Objectives

- Objective 10.1.1** Facilitate the growth and diversification of the local economy.
- Objective 10.1.2** Encourage small-scale industrial uses that do not conflict with other forms of land development.
- Objective 10.1.3** Support Home Based Industries within the terms of regulations that limit the potential for impact on surrounding residential properties.

10.2 Industrial Policies

It is the Regional District's policy to:

- Policy 10.2.1** Designate lands as Industrial Use in recognition of existing uses or to support future industrial development.
- Policy 10.2.2** Implement a Development Permit Area that regulates the form and character as well as the impact of industrial developments on environmentally sensitive areas as part of this Plan.
- Policy 10.2.3** Require that industrial uses and activities be buffered where they are located adjacent to non-industrial properties.
- Policy 10.2.4** Limit land uses that are permitted within the Industrial Use designation to uses that are not considered to be heavy or noxious.

11.0 COMMERCIAL

The Plan area contains both commercially designated properties and a range of home based businesses and industries. The overall objective of this section is to emphasize the importance of supporting current businesses and encourage new businesses that support the community's goals, objectives, and policies on sustainability.

11.1 Commercial Objectives

- Objective 11.1.1** Recognize that transportation by car and boat shapes the type of businesses that will locate in the Plan area and impacts the accessibility of the community to tourists and travellers.
- Objective 11.1.2** Continue to support maximum flexibility in the location of commercial development in the community, balanced against the potential for conflict with existing residential lands.
- Objective 11.1.3** Support existing businesses that provide goods and services to residents and visitors to the community and recognize that commercial uses are essential to the sustainability of the community.
- Objective 11.1.4** Maintain the waterfront as the focal point for community commercial activities.
- Objective 11.1.5** Recognize that commercial uses are essential to the sustainability of the community.

11.2 Commercial Policies

It is the Regional District's policy to:

- Policy 11.2.1** Work with local businesses to ensure owners are aware of and in compliance with all current bylaws.
- Policy 11.2.2** Rationalize the zoning bylaw to ensure that lands currently used for commercial or mixed use development are appropriately zoned.
- Policy 11.2.3** Support a detailed review of parking in waterfront areas (both car and boat parking/moorage) and the development of a Parking Plan.
- Policy 11.2.4** The designation of any new lands within the Commercial Use category shall require that the proposed development is evaluated against the Plan's policies for sustainability, water provision, and sewage disposal.

Policy 11.2.5 Small scale commercial enterprises are supported on lands designated for Residential Uses, in compliance with relevant sections of the zoning bylaw.

Policy 11.2.6 Guest houses are supported on lands designated for Residential Uses provided that they are compatible with surrounding land uses and comply with the requirements of the Zoning Bylaw.

Policy 11.2.7 Ensure mixed use designations are maintained and encouraged to accommodate commercial uses that suit the form and character of Bamfield.

Policy 11.2.8 Mixed Use designation includes small scale lodge facilities (up to 6 rooms of accommodation), boarding/rooming houses, transportation terminals, cafes, small scale restaurant facilities (up to 25 seats), retail commercial (2,000 square feet maximum floor area), charter operations and guiding/outfitters, boat or canoe rental, water taxi services and similar small scale commercial uses.

Advocacy Policies

Policy 11.2.8 Solicit or promote opportunities for new businesses that are lacking in the community.

Policy 11.2.9 Work with the province to examine the benefits of implementing business licensing in the Plan area to assist in the regulation of businesses.



Public art in Bamfield.

12.0 AGRICULTURAL

The Plan area does not contain any lands designated specifically for agricultural uses. Instead, the wider trend is to encourage appropriate levels of agriculture in any land use designation or zone to increase self-sufficiency and encourage local food production. Access to local, healthy food is becoming increasingly important. People are interested in knowing where their food is grown, how it is processed, and how far it has travelled before consumption.

While Bamfield is not known for intensive agricultural activities, there are many opportunities to work together to expand local production. This may help to generate positive economic activities and may also reduce ecological footprints as food production becomes more localized.

The following objectives and policies apply to all land use designations.

12.1 Agricultural Objectives

Objective 12.1.1 Encourage the production of food for personal consumption in any land use designation or zone.

Objective 12.1.2 Protect water supplies for agriculture.

Objective 12.1.3 Encourage greater levels of self-sufficiency and security in food production through innovative growing methods that fit with the terrain and climate of the West Coast.

12.2 Agricultural Policies

It is the Regional District's policy to:

Policy 12.2.1 Incorporate small-scale agriculture on residential lots, to a level that is appropriate to the community, into the Zoning Bylaw.

Policy 12.2.2 Support food production as a home based business where compliance with health and environmental regulations can be achieved.

Advocacy Policies

Policy 12.2.3 Support the development of a community food strategy to assist residents in working together in food production.

Policy 12.2.4 Consider the use of vacant lands for agricultural purposes as an in-fill use that may be permitted in any zone (with the written permission of the land owner).

13.0 RESIDENTIAL

The Bamfield/Anacla area contains a wide range of residential uses, from permanent dwellings to cabins and cottages intended for seasonal use. The overall objective of this section is to protect the existing sense of place in the community that results from the form and character of housing and the spectacular setting of the community on the West Coast of Vancouver Island.

13.1 Residential Objectives

- Objective 13.1.1** Recognize the desirability of the community as a place that supports a high quality of life.
- Objective 13.1.2** Ensure future residential growth is located in areas where development is technically feasible and where impacts on existing residential areas are minimized.
- Objective 13.1.3** Balance the interests of visiting tourists with the lifestyle choices of local residents.
- Objective 13.1.4** Minimize potential negative impacts between competing uses in close proximity to residential areas.

13.2 Residential Policies

It is the Regional District's policy to:

- Policy 13.2.1** Ensure that the principal use in all areas designated as Residential Use be residential, as specified by the Zoning Bylaw.
- Policy 13.2.2** Support a range of residential densities based on good planning principles and infrastructure capabilities.
- Policy 13.2.3** Multi-unit uses may be permitted in the residential and mixed use areas, provided the zoning supports the use, and the use has been adjudicated by the ACRD on infrastructure implications and the compatibility of the development with surrounding uses.
- Policy 13.2.4** Cottage units may be permitted in compliance with the applicable sections of the Zoning Bylaw.
- Policy 13.2.5** Encourage the development of small dwelling units that ideally are more affordable and have a smaller ecological footprint.

Policy 13.2.6 Implement a Development Permit that regulates the form and character of multi-family residential development as well as the environmental impacts of any proposed development that shall apply to all lands within a Development Permit Area.

Advocacy Policies

Policy 13.2.7 The development of shared community docks shall be encouraged over individual docks and moorage.

Policy 13.2.8 The ACRD will work with Island Health to consider the use of composting toilets and grey water reuse. Composting toilets are not within the scope of the provincial *Sewerage System Regulation* which prescribes that any plumbing exiting a structure be connected to a septic system, sewer or permitted holding tank.

Policy 13.2.9 The ACRD will advocate for improved public beach access through all future subdivision applications as required under the *Land Title Act*. The ACRD will work with the Ministry of Transportation and Infrastructure and the Provincial Approving Officer to formally develop road access to water.

Starfish at low tide.



14.0 COMPREHENSIVE DEVELOPMENT

There are lands in the Plan area that require an additional level of consideration when contemplating new development. These lands are along the waterfront and/or are larger parcels where comprehensive, larger-scale development is possible. This section advocates for objectives and policies that respect the unique characteristics of the community and the potential impact of the development of key parcels of land. This section requires that all new development respect the visual reference to a historical West Coast fishing village, with both a high degree of similarity in community form and unique aspects in individual building design.

Lands considered appropriate for comprehensive development planning are designated as Comprehensive Development Areas (CDAs) in this Plan.

14.1 Comprehensive Development Objectives

- Objective 14.1.1** Facilitate land use design that respects Bamfield’s unique coastal landscape and character.
- Objective 14.1.2** Identify and implement appropriate placement of land uses, density, and public access to the waterfront.
- Objective 14.1.3** Ensure proposed land uses balance environmental responsibilities and support appropriate levels of development, economic stability, and community needs.
- Objective 14.1.4** Recognize the importance of the waterfront as the community’s “main street” as well as for habitat, historic values, transportation and employment characteristics, and for the aesthetics and viewsapes afforded by the stunning coastline.

14.2 Comprehensive Development Policies

It is the Regional District’s policy to:

- Policy 14.2.1** Identify shoreline areas with high environmental, recreational or aesthetic values and ensure these are protected for appropriate uses.
- Policy 14.2.2** Recognize the importance of the Boardwalk and ensure that future extensions are supported in any West Bamfield waterfront or comprehensive development proposal.

- Policy 14.2.3** Lands designated CDA may contain a mix of land uses including residential uses, local commercial uses, tourist commercial uses, and light industrial uses as defined in the Zoning Bylaw.
- Policy 14.2.4** A CDA may also contain public parks, institutional uses, educational and recreational facilities.
- Policy 14.2.5** Places for community gathering shall be encouraged in a CDA.
- Policy 14.2.6** Walkability and connectedness shall be key features in any proposal.
- Policy 14.2.7** A mix of housing types with different target populations (elderly, young workers, affordable housing, and families) shall be supported for development proposals in CDAs to meet changing demographics and a mix of income levels.
- Policy 14.2.8** Notwithstanding Policies 14.2.3 through 14.2.7, each proposal for development in lands designated as CDAs shall be evaluated through approved review mechanisms (Advisory Planning Commission, Area Director, Community members, or other formats approved by the ACRD Board) on the unique aspects of each parcel of land, where land uses and lot sizes will be considered for suitability with existing environmental features, historical context, and other unique qualities and characteristics.
- Policy 14.2.9** A Development Permit or approval will form part of the Comprehensive Development Agreement and will be based on the report received in accordance with the Development Approval Information Bylaw.
- Policy 14.2.10** The Development Permit must be in a form that may be registered on title to the property.
- Policy 14.2.11** All applications that include a portion of waterfront lands within this designation must include an analysis of sea level rise (to 2100 or a year that fits the anticipated lifespan of the project).
- Advocacy Policies**
- Policy 14.2.12** Recognize that there are overlapping jurisdictions for the surface of water and the foreshore areas and work with other jurisdictions to ensure that the community's plans are clear and understood.
- Policy 14.2.13** Investigate the potential for applying for a UNESCO World Heritage Site

Designation for the community, in recognition of the community's long history as a place of settlement for First Nations people, the historic importance of the Cable Station, and Bamfield's stunning West Coast aesthetics.



West Bamfield

15.0 INSTITUTIONAL

There are a number of institutional or civic uses in the Plan area, and the community has a high level of interest in expanding these uses. In particular, a community centre was frequently mentioned as a desired amenity by many community members. Current institutional uses include an elementary school, Coast Guard station, and several community parks. The Bamfield Marine Sciences Centre is the major institutional use in the Plan area.

15.1 Institutional Objectives

Objective 15.1.1 Maintain existing institutional uses within the Plan area.

Objective 15.1.2 Encourage the development of new civic and institutional uses through development projects and local initiatives, where the use is supported by the community.

15.2 Institutional Policies

It is the Regional District's policy to:

Policy 15.2.4 Support the continued use of the Bamfield School for both educational and social amenity uses.

Policy 15.2.5 Future institutional uses shall be permitted in any Land Use Designation in the Plan area where supported by the community and evaluated by the Regional District on the impact of the proposed development on existing institutional uses and other surrounding land uses.

Policy 15.2.6 Minor public utility buildings and structures, as defined in the Zoning Bylaw, shall be permitted in any land use designation.

Policy 15.2.7 The development of a new community hall to support community-based activities such as gatherings, markets, and events is fully supported by this Plan.

Advocacy Policies

Policy 15.2.8 The ACRD shall encourage and support the continued operation of the federal government docking facility in Bamfield. Should the federal government elect to dispose of these facilities, the ACRD will seek to ensure these facilities are/become locally administered, maintained and controlled through appropriate agreements.

Policy 15.2.9 The ACRD shall endeavour, with the cooperation of provincial and federal governments to seek fair and equitable solution and compensation for the present tax exemption status associated with Public and Private Utility, Institutional and Educational establishments in the community to enable such organizations to contribute fiscal dollars for community purposes/servicing.

Admiring the view...



6.0 PARKS, TRAILS & RECREATION

Although there are several community parks, the Plan area is best known for the Boardwalk and proximity to the West Coast Trail. There is high community interest in extending trail systems and acquiring more parkland; multi-use trails are supported, as are areas for passive and active recreation.

16.1 Parks, Trails, & Recreation Objectives

- Objective 16.1.1** Ensure the continued acquisition of lands for parks, trails, and recreational uses, in appropriate locations and appropriate amounts, to service the community and the community's needs.
- Objective 16.1.2** Encourage a safe and adequate trail system appropriate to the character of the community, and extend the trail system to support the active lifestyle of Bamfield residents.
- Objective 16.1.3** Recognize that permanent residents and seasonal visitors have different amenity needs, and strive to accommodate a range of parks, trails, and amenities that meet these needs.
- Objective 16.1.4** Support public access to the waterfront in appropriate locations.
- Objective 16.1.5** Preserve for passive park and recreation uses, those areas which offer the best examples of the natural environment found in Bamfield. Recognize their value as greenspaces, habitat areas, and for carbon sequestration.
- Objective 16.1.6** Recognize the financial limitations of a small community and of all levels of government for land acquisition, operations, and maintenance.

16.2 Parks, Trails, & Recreation Policies

It is the Regional District's policy to:

- Policy 16.2.1** Support Centennial Park as the main public park area in Bamfield. This Plan supports:
- a) Securing the administration and operational requirements associated with both the boat launch facility and the anchoring/mooring buoys and areas adjacent to Centennial Park in Port Desire;

- b) Allowing temporary recreational vehicle camping and tenting facilities where such uses are administered by the Bamfield Parks Commission; and
- c) The use of land for temporary parking relating to boat launching activities in Grappler Inlet, with Ministry of Transportation and Infrastructure approval.

Policy 16.2.2 The Regional District will, through its planning, development and political role, pursue the development and operation of a new public park facility accessed from South Bamfield Road in the NW ¼ of Section 18; this parkspace shall be passive with the exception of a non-motorized canoe/kayak launch area, picnic facilities, a limited tent camping area (no serviced sites or recreational vehicle sites), parking, and washrooms. This parkspace shall connect through an upgraded trail system to Brady’s Beach and the Cape Beale Headlands. The Regional District will seek available grant funding to aid in the acquisition, design, production, development and operation of such a facility.

Policy 16.2.3 Support the expansion of a park system on the Crown-owned lands on Mills Peninsula.

Policy 16.2.4 Investigate community interest in obtaining new parkspaces/trails in the following areas, and implement actions to obtain these lands if they are of interest to citizens in the Plan area:

- a) Lot A Plan 38380, South Bamfield Road
- b) Westminster Avenue right-of-way between Lots 31 and 32, Plan 942 in West Bamfield to be developed as a raised boardwalk.
- c) Right-of-way Plan 38971 (Bamfield Road entrance into the community) to be developed as a pedestrian trail.

Policy 16.2.5 The Regional District will identify appropriate public accesses to the foreshore.

Policy 16.2.6 Use the Regional Park as well as the Local Park administrative functions to administer and fund the development and operation of parks, trails, and recreation facilities in the Plan area.

Policy 16.2.7 Investigate and action the most appropriate means by which the Life Saving Trail can be recognized, designated and protected as being of valuable historical significance to the community.

Advocacy Policies

- Policy 16.2.8** Initiate discussions with Huu-ay-aht First Nation on the potential of extending the West Coast Trail to Bamfield, and work with Huu-ay-aht First Nation on improving the advertising for the trail through international magazines and websites.
- Policy 16.2.9** Where a waterfront subdivision is proposed and park dedication is required pursuant to the *Local Government Act*, the ACRD shall not necessarily require the consolidation of park strips into larger areas due to the financial and maintenance limitations. Instead, these dedications shall be used primarily to provide open space view areas and access to the waterfront. Where views are to be protected, the Board may request from any developer, a visual analysis indicating existing and proposed structures for the site in relation to views from public roads, waterways and property abutting the subdivision site. This Plan supports the designation of a buffer between the shoreline and the subdivision to maintain public access to the waterfront, protect sensitive habitats, encourage the renewed health of marine vegetation such as eelgrass, support spawning beaches, and to encourage soil stability.
- Policy 16.2.10** Provide for park and recreation use in a manner which recognizes the financial limitations which exist at all government levels and affect land acquisition, operation and maintenance realistically.
- Policy 16.2.11** Support the development of affordable accommodations (i.e. hostel) and other ancillary recreational facilities for hikers who are venturing out onto or who have completed the West Coast Trail to encourage them to lengthen their stay in Bamfield.
- Policy 16.2.12** Advocate for the development of a trail alongside the logging road connecting Bamfield and Pachena Bay to improve pedestrian safety.
- Policy 16.2.13** Lobby Parks Canada to develop their office on current Parks Canada land, adjacent to the Bamfield Marine Centre, for use as West Coast Trail registration.

PART III – PLAN IMPLEMENTATION

17.0 IMPLEMENTATION

Part II of this Plan contains the goals, objectives and policies that are intended to direct the community, its elected officials, ACRD staff and developers in planning and decision-making. Achieving the goals and objectives and pursuing the policies in this Plan requires the formulation of an action or implementation plan in order for the Plan to have the positive impact intended. This section, Part III provides the approach the ACRD will use to implement the Plan.

Implementation can be achieved by the use of a number of methods and tools. The Regional District currently employs its Zoning and Building Bylaws and, in some instances, Development Permit Areas (DPAs), as tools. The intent, exemptions and guidelines for DPAs are outlined below. The approximate locations of DPAs are shown on Map No. 3; the relevant DPA section below should be referred to for specific boundaries of a DPA.

Another tool, the designation of lands as **Development Approval Information Areas (DAIAs)**, is used in this Plan for areas where there is little or no information available on the physical geography of the land, such as physical features, slope stability, and environmental conditions.

For this Plan, all lands are designated as within a Development Approval Information Area, and the ACRD Board will have discretion to consider the information/studies that are applicable to any development proposal and required to enable the full review of the proposal.

Land designated as Comprehensive Development Areas on Map No. 2 are also designated as DAIAs on Map No. 3. This land use designation enables the property owner (or agent) to negotiate and enter into a Comprehensive Development Agreement with the Regional District and to obtain a development permit or approval prior to any development occurring within a CDA.

17.1 Development Permit Areas

Section 919.1 of the *LGA* allows local governments to designate DPAs for one or more of the following purposes:

- a) protection of the natural environment, its ecosystems and biological diversity;
- b) protection of development from hazardous conditions;
- c) protection of farming;
- d) revitalization of an area in which a commercial use is permitted;
- e) establishment of objectives for the form and character of intensive residential development;
- f) establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- g) in relation to an area in a resort region, establishment of objectives for the form and character of development in the resort region;
- h) establishment of objectives to promote energy conservation;
- i) establishment of objectives to promote water conservation;
- j) establishment of objectives to promote the reduction of greenhouse gas emissions.

By requiring a development permit for a project, the ACRD can require a greater level of detail and analysis for a development proposed for lands that are considered to have hazardous or sensitive conditions.

The DPAs, the approximate locations of which are identified on Map No. 3 are:

DPA I	Riparian Areas Protection
DPA II	Natural Hazard Areas Protection
DPA III	Form and Character
DPA IV	Coastal Protection

17.2 DPA General Guidelines

The following General Guidelines apply to DPAs:

- Guideline 17.2.1** Where land is subject to more than one DPA designation, only a single development permit is required and only one permit fee will be charged. However, the application is subject to the requirements of all applicable DPAs.
- Guideline 17.2.2** On existing lots that meet or are less than minimum lot area standards, the location of which limits the opportunity to fully meet development permit requirements, the development permit guidelines should be addressed to the fullest extent within the constraints of the site and lot.
- Guideline 17.2.3** The Regional District may consider issuing a development permit to vary or supplement a bylaw or to set standards in accordance with Section 920 (2) of the *LGA*.
- Guideline 17.2.4** A development permit is required for the following development activities except where such activities are specifically exempt:
- a) Removal, alteration, disruption, or destruction of vegetation;
 - b) Disturbance of soils;
 - c) Construction or erection of buildings and structures;
 - d) Creation of non-structural impervious or semi-impervious surfaces;
 - e) Flood protection works;
 - f) Construction of roads, trails, docks, wharves, and bridges;
 - g) Provision and maintenance of sewer and water services;
 - h) Development of drainage systems;
 - i) Development of utility corridors; and
 - j) Subdivision as defined in the *LGA*.

17.3 Development Permit Exemptions

The following activities are exempt from requiring a development permit. Despite the exemption provisions, owners must satisfy themselves that they meet the requirements of any applicable federal or provincial regulations.

- i. Residential, commercial, institutional and industrial development that is shown to be outside of all designated DPAs on a plan prepared by a registered BC Land Surveyor.
- ii. Interior or structural exterior alterations, renovations or repair to a permanent building or structure on an existing foundation to an extent that does not alter, extend or increase the building's footprint or height.
- iii. Planting or replanting of native trees, shrubs or ground cover for slope stabilization, habitat improvement, soil stabilization and/or erosion control.
- iv. Routine maintenance of existing landscaping, lawn, paths or developed areas.
- v. Actively manage priority invasive plants and noxious weeds listed on the Coastal Invasive Species Committee website www.coastalisc.com/priority-invasive-plants.
- vi. The removal of trees determined by a Certified Arborist or Registered Professional Forester, or another professional certified to do tree-risk assessments, to represent an imminent safety risk.
- vii. Stream enhancement and fish and wildlife habitat restoration works carried out under provincial or federal approvals and on provision of evidence of such approvals to the ACRD.
- viii. Emergency procedures to prevent, control or reduce immediate threats to life or property including:
 - a) emergency actions for flood protection and erosion protection;
 - b) removal of hazard trees characterized by a Certified Arborist;
 - c) clearing of an obstruction from bridge, culvert or drainage flow;
 - d) bridge and safety fence repairs in accordance with the *Water Act*;
 - e) limbing, pruning and topping of trees where a minimum of 60% of the original crown of any tree is retained to maintain tree health and vigour as prescribed by a Certified Arborist.
- ix. Public works and services constructed following best management practices.
- x. Forestry activities on private lands that are managed under the *Private Managed Forest Land Act*.
- xi. Activities permitted by the provincial government on provincial Crown lands.
- xii. Farming activities on land within the Agricultural Land Reserve.
- xiii. Paths for pedestrian use up to 1.0 metres in width provided all of the following are satisfied:

- a) Constructed exclusively of previous natural materials with no concrete, asphalt, pavers or treated wood;
- b) Do not entail structural stairs;
- c) Entail no removal of streamside or lakeside vegetation;
- d) Do not impair stream bank or lakeside stability;
- e) Do not impact sensitive habitat; and
- f) Are specifically designed to discourage motorized vehicle use.

17.4 DPA I – Riparian Areas Protection

Category

In conformance with the objectives of the provincial *Fish Protection Act*, the ACRD wishes to ensure sufficient water for fish, to protect and restore fish habitat, and to improve riparian protection and enhancement. Therefore, pursuant to Section 919.1(a) of the *LGA*, the ACRD designates all riparian areas as DPA I: Riparian Areas Protection.

DPA I areas include all of the lands within 30 metres of rivers and major streams and within 15 metres of minor streams and watercourses and include watercourses, lakes, streams, ponds, and wetlands identified as fish-supportive habitat or connected to watercourses:

- a) for a river or major stream, a 30-metre strip on both sides of the watercourse measured from the high water mark;
- b) for a minor stream, a 15-metre strip on both sides of the watercourse measured from the high water mark;
- c) for a ravine less than 60 metres wide, a strip on both sides of the stream measured from the high water mark to a point that is 30 metres beyond the top of the ravine bank; and
- d) for a ravine 60 metres wide or greater, a strip on both sides of the stream measured from the high water mark to a point that is 10 metres beyond the top of the ravine bank.

For purposes of clarity, the above descriptions should be relied upon rather than the riparian areas shown on Map No. 3. The latter is intended as a visual aid only to help locate these areas.

Within the Plan area, “rivers or major streams” includes Bamfield Inlet and Grappler Inlet. “Minor streams and watercourse” include all named and unnamed watercourses, lakes, and wetlands.

Justification

The natural environment is a significant feature of the Plan area. It includes wet aquatic ecosystems that consist of and surround watercourses: streams, lakes, ponds, wetlands and in many cases, ditches. Some of these ecosystems may only be wet during the winter months, drying up in the summer. The geography and vegetation that surrounds, protects and interacts with the aquatic environment is called the riparian area.

Together, the water and the riparian area form aquatic habitat which are critical for the survival of fish, fish supportive processes and are important to maintain biodiversity and essential for many species. Unnecessarily disturbing these sensitive and important aquatic environments may harm their vitality and the ecological services they provide and can have downstream consequences on fish habitat.

Aquatic ecosystems are also critical for the survival of wildlife and form necessary travel corridors between habitats. Water is an important part of maintaining biodiversity and is essential for many species. Many rare species are associated with aquatic environments.

Aquatic ecosystems are natural water purifiers and pollution filtration systems. Healthy aquatic ecosystems have a capacity to retain stormwater runoff, maintain water quality by reducing levels of sediment, nutrients and contaminants in outflow water, to slow water flow and to prevent erosion.

A development permit is required for any development within DPA I to ensure that the ecological values of sensitive riparian and wetland habitats have been considered prior to development, and that measures will be taken to limit or avoid damage to these ecosystems.

The objectives of having these Development Permit requirements include:

- a) Planning and guiding new development in a manner that preserves and protects fish and fish supportive processes, fish habitat and sensitive aquatic ecosystems;
- b) Protecting, restoring and enhancing fish and fish supportive processes, fish habitat and sensitive aquatic ecosystems in a relatively natural state while supporting adjacent land uses;
- c) Meeting the objectives of the *Fish Protection Act*; and
- d) Protecting water quality and quantity.

Guidelines

- i. Development or alteration should be planned to avoid intrusion into DPA I areas and to minimize the impact of any activity on these areas.
- ii. Within DPA I areas, paths for pedestrian use may be permitted where they are up to 1.0 metre in width, provided all of the following are satisfied:
 - a) constructed exclusively of pervious natural materials with no concrete, asphalt, pavers or treated wood;
 - b) do not entail structural stairs;
 - c) no removal of streamside or lakeside vegetation;
 - d) do not impair stream bank or lakeshore stability;
 - e) do not impact sensitive habitat; and
 - f) no motorized vehicles are permitted.
- iii. Development permit applications that encroach on areas designated as DPA I should include a report prepared by a qualified environmental professional outlining the following information:
 - detailed site plan (1:250 or larger) identifying the natural boundary and a line 30 metres from the natural boundary;

- an impact statement describing effects of proposed development on the natural conditions;
 - measures deemed necessary to protect the integrity of streamside protection and enhancement areas from the effects of development;
 - guidelines and procedures for mitigating habitat degradation including limits of proposed leave areas; and,
 - habitat compensation alternatives, where compensation is approved.
- iv. Development permit applications should include a vegetation management plan indicating the extent of proposed buffer areas and the proposed management of vegetation in these areas.
 - v. Based on the biophysical assessment of the site within an area designated DPA I, works or protective measures such as the planting or retention of trees or vegetation may be required to preserve, protect, restore or enhance stream, watercourses, fish habitat or riparian areas.
 - vi. In the absence of a report from a qualified environmental professional, a minimum buffer of 30 metres should be preserved between the high water mark of the watercourse and any building or structure.
 - vii. The total amount of impervious cover on property adjacent to a watercourse should minimize impact on the receiving aquatic environment. Consideration should be given to reducing impervious cover through reduction in building footprint and paved areas, exceeding the minimum riparian setback where feasible, and use of on-site infiltration.
 - viii. The construction of a small accessory building such as a pump house, gazebo, garden shed or play house may be permitted if all the following apply:
 - a) The building is located within an existing landscaped area;
 - b) No native trees are removed;
 - c) The building is located a minimum of 15 metres from the high water mark of a minor stream or 30 metres from the high water mark of a major stream; and
 - d) The total area of the structure is not more than 9.2 m².

It is noted that the provincial ministry responsible for agriculture has developed setback distances for farm buildings and watercourses on existing farmland and for new agricultural buildings. The following website should be referred to:

http://www.agf.gov.bc.ca/resmgmt/publist/800Series/823400-1_Agriculture_Building_Setback_Factsheet.pdf

17.5 DPA II – Natural Hazard Areas Protection

Category

In accordance with Section 919.1(b) of the *LGA*, areas that are or may be subject to flooding, erosion, slides or subsidence, areas within the tsunami-hazard zone and steep slopes with an incline of 30 degrees or more are designated as DPA II, generally as shown on Map No. 3.

Justification

Lands in the vicinity of watercourses can be susceptible to flood hazard and, in certain areas, to erosion or sloughing. Lands that are or may be flooded represent a hazardous condition for permanent structures.

One of the effects of climate change is a rise in sea level. While experts using the best available science are still grappling with a range of possible impacts, current expectations are that the sea level on the west coast of Vancouver Island will rise somewhere in the vicinity of one metre by the year 2100. Any development along the coastline must take this into consideration in an attempt to anticipate and minimize any negative impacts that rising sea levels may have on the built environment and the safety of residents.

The west coast of Vancouver Island, identified as Zone C by the provincial Ministry of Public Safety and Solicitor General, is a high-risk seismic zone, known to be vulnerable to flooding in the event of a tsunami. The ACRD wishes to protect the community against the loss of lives and to minimize property damage, injury and trauma associated with flooding events.

Steep slopes also tend to constitute high-risk areas for erosion and slippage if the tree cover is substantially altered. Potentially hazardous conditions on steep slopes may be avoided if adequate tree cover is retained and surface water runoff is minimized. The toe of the Beaufort Range, for example, is an area where, due to topographic conditions, the possibility of land slippage is considered significant. In order to protect development from these hazardous conditions, development permits are required for areas designated as DPA II.

Guidelines

- i. The development or alteration of land, buildings and structures should be planned to avoid intrusion into DPA II areas and to minimize the impact of any activity on these areas.
- ii. Development permits related to tsunami hazard areas are required in upland areas located between the high tide line and a horizontal distance of 30 metres from the natural boundary of the sea or the furthest extent of the tsunami zone, whichever is greater.
- iii. The recommended flood construction level for the ACRD is 10 metres vertical elevation above the normal highest tide.
- iv. Prior to any development or alteration of land within DPA II areas, a development

permit application must be filed that includes an assessment or report by a qualified, licensed professional engineer or other qualified professional addressing the following:

- a) Contain a description of the methodology and assumptions used to undertake the assessment. The methodology should be described in sufficient detail to facilitate a professional peer review.
- b) Identify any hazards which may affect the safe development of the land including, but not limited to:
 - a. tsunami inundation;
 - b. riparian flooding;
 - c. slopes with an incline of 30 degrees or more;
 - d. subsidence; and
 - e. ground water flows.
- c) Identify the location of all proposed buildings or development sites by specifying setback distances from a natural boundary, property boundary or feature or hazard area. Areas depicted on maps must be delineated with sufficient accuracy and detail to allow the preparation of a legal reference plan for attachment to a restrictive covenant.
- d) Where applicable, flood construction levels should be provided by prescribing an elevation above the natural boundary of a watercourse or natural ground elevation at the building site, or by specifying a geodetic elevation, or by a combination of both.
- e) An application should identify the location of all proposed buildings and structures on the development site and specify the setback distances from the natural boundary, property boundary, land features, and hazard areas.
- f) The applicant should consider the suitability of the land to accommodate the use intended.
- g) Plans should establish a safe setback line from any watercourses and shorelines to protect the land, buildings and inhabitants from the risk of injury or damage that may, in the opinion of an engineer or qualified professional, be caused by the hazards of flooding, erosion, subsidence earthquake, mud flows or any combination thereof.
- h) The QEP's recommendations and the conclusion of the report should:
 - i. acknowledge that the Approving Officer may rely upon the report when reviewing subdivision applications and/or that the ACRD Board may review the report prior to making land development decisions;
 - ii. certify that the land is safe for the use intended, with probability of a geotechnical failure or another substantial hazard resulting in property damage of less than two per cent (2%) in 50 years or as specified by the most

recent edition of the “APEGBC Guidelines for Legislated Landslide Assessments for Residential Developments in BC”;

- iii. identify any deficiency in the design of the buildings, the proposed water, sewer, drainage, access and road works or the construction standards intended for the development;
 - iv. prescribe the geotechnical works and any changes in the standards of the design of the development which are required to develop land, buildings, structures and infrastructure safely for the use intended and to maintain the safety of the land, buildings, structures and infrastructure as a condition of the approval of the development; and
 - v. where mitigation works and actions are proposed, describe the effects that the proposed works and actions may have on other properties, including public infrastructure or lands.
- v. Where mitigation works and actions designed to reduce hazards or impacts are contemplated, the applicant’s professional engineer should confirm that the works and actions will be acceptable to local government, and that they would meet regulatory requirements, prior to completing the report and a detailed design.
 - vi. Plans should include the retention of significant stands of trees, as well as native vegetation, within DPA II areas, as recommended by a QEP.
 - vii. Where lands within DPA II areas subject to seasonal flooding are proposed for development, the flood construction level should be a vertical elevation at least four metres (4 m.) above the high water mark.
 - viii. Coastline areas that are subject to flooding should be flood-proofed to the standards specified by the authority having jurisdiction.
 - ix. In order to minimize the risk of fire spreading either to or from significant tree cover, new development adjacent to forestry lands is required to plan for a 10-metre fuel-free or fuel-reduced buffer zone between the forested land and any buildings.

17.6 DPA III – Form and Character

Category

In accordance with Section 919.1 (e) and (f) of the *LGA*, the Regional District establishes objectives for the form and character of intensive residential development and objectives for the form and character of development in industrial, commercial and multi-family areas. These areas are designated as DPA III, as shown on Map No. 3. These areas may also be designated as Comprehensive Development Areas as described in Part II of this Plan.

Justification

The purpose of this Development Permit Area is to protect the visual landscape and aesthetic of the Plan area. The community is a stunning example of a West Coast village, with recognition of Huu-ay-aht First Nation's long history in the area, and layers of development that convey a sense of the community's history and growth. From the form of individual housing to the Rix Centre at the Bamfield Marine Sciences Centre, the Plan area is characterized by a strong design aesthetic that should be protected and celebrated. The following guidelines are intended to assist property owners, business owners, architects, landscape architects and other design consultants to understand the community's expectations for future development in the Plan area.

Guidelines

- i. The scale and shape of proposed structures should reflect and relate to adjacent and neighbouring developments as well as to the specific site.
- ii. The shape, siting, roof-line and exterior finish of buildings should be sufficiently varied to avoid visual monotony yet reflect a West Coast experience and tradition as much as possible. The use of wood, wood shingles or shakes, board and batten as external cladding, where appropriate, is encouraged.
- iii. Building siting, form and massing must be responsive to:
 - a. the overall development context and scale of the Plan area;
 - b. adjacent development;
 - c. pedestrian and vehicular access and circulation;
 - d. topography;
 - e. geology/soils conditions;
 - f. hydrology, drainage and flood plain considerations;
 - g. vegetation; and
 - h. views and view corridors.
- iv. The siting of proposed developments should ensure that a harmony of character with adjacent developments is maintained and, where located adjacent to residential uses, that the residential aesthetic is reflected in the intensive residential, commercial or industrial development.
- v. Off-street parking spaces are to be provided in accordance with Schedule III of the Zoning Bylaw.
- vi. Off-street loading spaces are to be provided in accordance with Schedule IV of the

Zoning Bylaw.

- vii. All signage should be unobtrusive and the use of wood-faced signage is encouraged.
- viii. Bicycle racks for use by the general public should be provided near entries to commercial spaces (stores, restaurants).
- ix. A “Dark Sky” policy is supported for the Plan area. Any outdoor lighting should be directed downward with full cut-off and fully shielded fixtures that provide only the amount of light necessary for safe pedestrian passage at night.
- x. A landscape plan for the development, including the parking area, is to be prepared as an integral part of design and layout and provided to the ACRD. The landscape plan should describe plant species to be used, as well as ground cover specifications. The ACRD strongly encourages landscaping with native vegetation.

17.7 DPA IV – Coastal Protection

Category

In accordance with Section 919.1 of the *LGA*, the Regional District establishes objectives for the protection of the natural environment, its ecosystems and biological diversity. These areas are designated as DPA IV, generally as shown on Map No. 3.

Justification

This Development Permit Area includes shoreline waters and natural fish and wildlife habitat that could be subject to degradation due to development or harmful uses. Shoreline areas and beaches may contain unstable slopes and soils subject to erosion, land slip and rock falls. In addition, the tidal waters are habitat to a wide range of fish, wildlife, and plant species: eelgrass, in particular, is highly sensitive to negative impacts from intensive uses or development. There are also high aesthetic values along shoreline areas.

Guidelines

- i. This DPA applies to all lands within 15 metres, measured horizontally in both landward and seaward directions, from the natural boundary of the ocean.
- ii. Unless otherwise exempt under 17.3, prior to undertaking any development on the lands within this DPA, the owner of the lands must apply to the ACRD for a Development Permit, and must include the following information with the application:
 1. An assessment report that has been prepared by a Qualified Professional, with demonstrated experience regarding the subject matter. The assessment report will identify how the proposed development will affect aquatic resources, and recommend measures to reduce or mitigate any negative impacts, such as the:
 - i. Appropriate siting of buildings, structures, roads, driveways, parking areas, trails, paths, and utilities;
 - ii. Retention or restoration of native vegetation and soils;
 - iii. Removal of invasive species;
 - iv. Designation of buffer areas to protect environmentally sensitive features or habitat;
 - v. Specification of any activities that may occur within the buffer areas; and
 - vi. Must state that the proposal is suitable for the area intended for development.
- iii. Sites shall be retained in their natural state where possible, preserving indigenous vegetation and trees. If an adequate suitable building envelope exists on a parcel outside of the DPA, the proposed development should be directed to that site or area. Encroachment into the DPA shall only be permitted where the applicant can demonstrate that the encroachment is necessary to protect environmentally sensitive features, due to hazardous conditions or topographical considerations, or to relate the development to surrounding buildings and structures.
- iv. The removal of trees and vegetation within the DPA is discouraged and must be limited to only those areas that must be cleared to support the development. Any clearing

- required to accommodate roads, buildings, structures, and utilities, with the exception of necessary hydraulic, percolation, or geotechnical testing, shall only occur until after the issuance of a Development Permit to minimize the potential for soil erosion, runoff and spread of invasive species.
- v. Shoreline stabilization devices are not supported on parcels that are not subject to active erosion nor are they supported on parcels that erode more rapidly as a result of vegetation removal that is not recommended or supervised by a Qualified Coastal Professional.
 - vi. Shoreline stabilization devices are supported where a Qualified Coastal Professional, with experience to advise on such matters, has determined that a greenshores approach to shoreline stabilization such as vegetation enhancement, upland drainage control, biotechnical measures, beach enhancement, tree anchoring or gravel placement are not appropriate given site specific conditions.
 - vii. Where a shoreline stabilization device is recommended by a Qualified Coastal Professional as a result of an assessment completed, it must be located entirely within the property boundary.
 - viii. The assessment for siting a shoreline stabilization device prepared by a Qualified Coastal Professional must include:
 - (i) Assesses the risk of erosion on the subject property and the suitability of the subject property for a shoreline stabilization device;
 - (ii) Analyses of the potential impacts on coastal geomorphologic processes as a result of installing or not installing the device;
 - (iii) Analyses of the potential impacts on adjacent properties as a result of installing and not installing the device;
 - (iv) Recommendation measures to ensure that the subject property is protected while mitigating potential negative impacts on marine riparian areas, coastal geomorphologic processes or neighbouring properties.
 - ix. Shoreline stabilization measures, pilings, floats, wharves and other structures which disrupt light penetration to the water column or obstruct public access to the foreshore are discouraged.
 - x. Impervious surfaces, including materials to construct docks and wharves, shall be kept to a minimum.
 - xi. Parking areas shall contain oil/water separators and be landscaped to absorb runoff, and proof of a maintenance program for these will be provided.
 - xii. New piers, docks and ramps shall be allowed only for water-dependent uses or for public access, and only permitted when the applicant has demonstrated that a specific need exists to support the intended water-dependent use.
 - xiii. Docks and wharves shall not extend over marshes or other productive foreshore areas, including critical areas such as eelgrass and kelp beds, shellfish beds, and fish habitats. Wharves shall not, in any case, extend over the water beyond the mean low-water mark, except as necessary to access floats or for public viewing access.
 - xiv. Piers on pilings and floating docks are preferred over solid-core piers or ramps.

- xv. Boat launch ramps are discouraged and will only be considered if they can be located on stable, non-erosional banks where a minimum amount of substrate disturbance or stabilization is necessary.
- xvi. Structures in contact with the water shall be constructed of stable materials, including finishes and preservatives that will not degrade water quality.
- xvii. All docks shall be constructed so that they do not rest on the bottom of the foreshore at low water levels.
- xviii. Any plastic foams or other non-biodegradable materials used in construction of floats and docks shall be well contained to prevent escape into the natural environment.
- xix. Piers should use the minimum number of pilings necessary, with preference to large spans over more pilings.
- xx. Piers should be constructed with a minimum clearance of 0.5 m above the elevation of the natural boundary of the sea.
- xxi. Preference is given to the placement of mooring buoys and floats instead of docks.
- xxii. New shoreline residential development of two or more dwellings shall provide joint use or community dock facilities rather than individual docks for each residence.
- xxiii. No more than one facility for mooring boats shall be located on any single parcel.
- xxiv. The consideration of the issuance of a Development Permit by the ACRD in no way exempts the property owner from obtaining all necessary permits and approvals from provincial and federal agencies.

17.8 Development Approval Information

Under Section 920.01 of the *LGA*, an Official Community Plan may designate areas or circumstances where development approval information is required. For much of the Plan area, the only available contour mapping is the provincial Terrain Resource Inventory Mapping (TRIM) at a scale of 1:20,000 and 20-metre contour intervals. There is little or no scientifically-recorded information related to critical habitat and other ecological resources, hazard areas, and archaeological resources within the Plan area, especially for the southern portions of the Plan area.

In light of the absence of sensitive ecosystem, watercourse and more-detailed contour mapping information, the Regional District designates all lands as within the Development Approval Information Areas (DAIAs) as illustrated on Map No. 3. This is a tool that is appropriate for the provision of information on the site of a proposed development and its impact on natural features, the natural environment including riparian area protection, local infrastructure, and to ensure that the proposed development is protected from hazardous conditions prior to its development, particularly with respect to development lands for which little information is currently available.

Relevant requirements and procedures to require development approval information under Sections 920.01 and 920.1 of the *LGA* may be developed for Comprehensive Development Areas (CDAs) and for DPAs as identified in this Plan.

Section 920.1 of the *LGA* stipulates that, if an OCP designates areas as DAIAs, “the local government must, by bylaw, establish procedures and policies on the process for requiring development approval information ... and the substance of the information that may be required.” The Regional District intends to adopt a Development Approval Information Bylaw to comply with this requirement of the *LGA*.

17.9 Amendment Procedures

An Official Community Plan is, in many respects, a visionary document. It is intended to guide decision-making with regards to land-use development over time. It is impossible, however, to foresee all the possibilities and opportunities that may be presented to the ACRD within the timeframe of the OCP. Changes are inevitable. Changes may be initiated by local residents, the development industry or local government.

Whenever particular provisions of the Plan prove unworkable or inappropriate in view of unanticipated development, events or influences, a review of the relevant objectives and policies of the Plan will be undertaken.

All proposed amendments to the Plan will satisfy the requirements of the appropriate sections of the *LGA*.

17.10 Plan Review

The Official Community Plan should be reviewed at intervals of approximately five years with respect to satisfying the requirement to maintain an adequate supply of residential land. The Plan will be considered for amendment as a result of amendments to the *LGA* as required, general performance, changes to other plans, and bylaws and legislation having an impact on the Plan, as well as its relationship to the current needs and priorities of the community and its residents.

Bamfield OCP Map No. 2

DRAFT

Land Use Designations

Legend

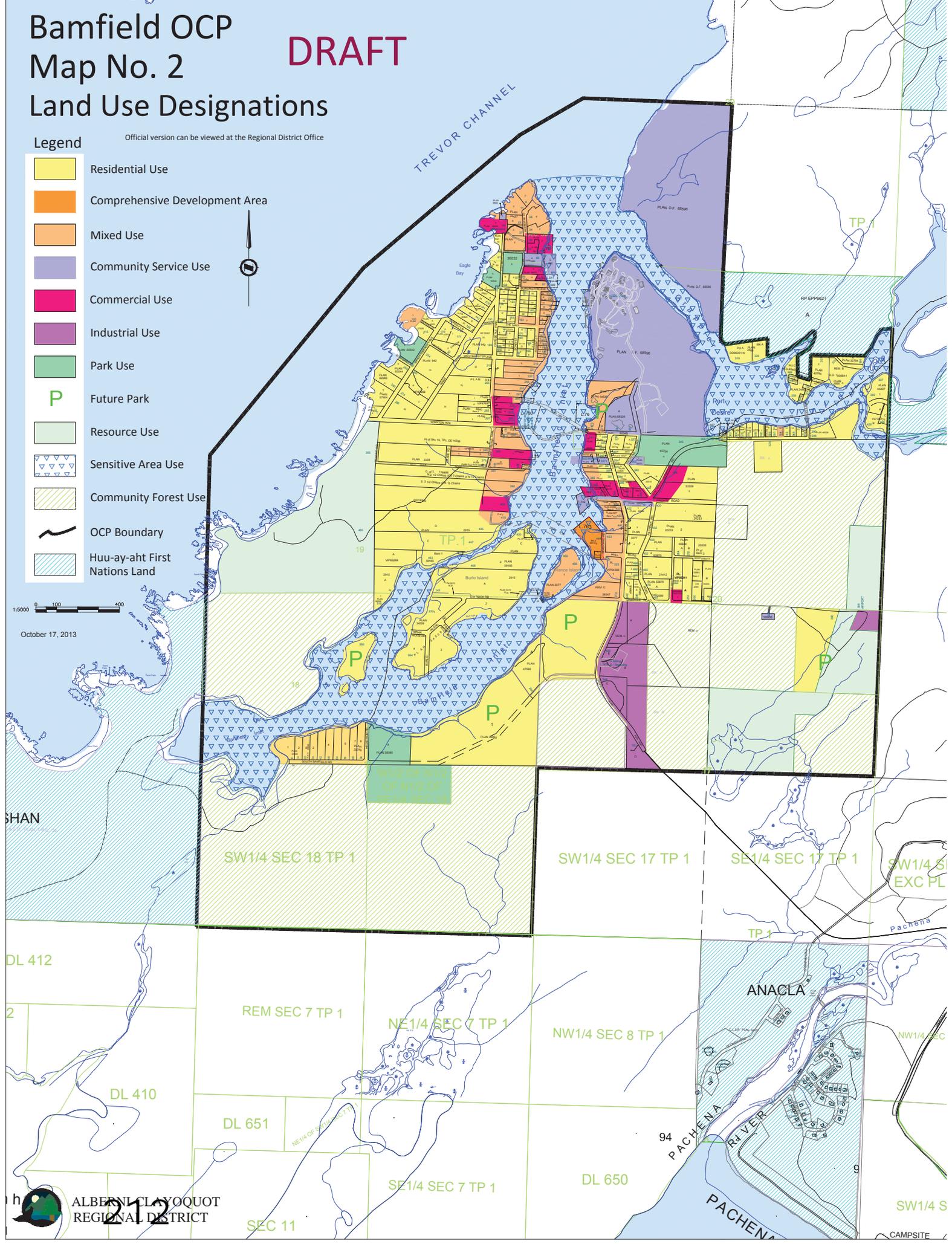
Official version can be viewed at the Regional District Office

- Residential Use
- Comprehensive Development Area
- Mixed Use
- Community Service Use
- Commercial Use
- Industrial Use
- Park Use
- P Future Park
- Resource Use
- Sensitive Area Use
- Community Forest Use
- OCP Boundary
- Huu-ay-aht First Nations Land



1:5000 0 100 400

October 17, 2013



SHAN

SW1/4 SEC 18 TP 1

SW1/4 SEC 17 TP 1

SE1/4 SEC 17 TP 1

SW1/4 SEC 18 TP 1
EXC PL

DL 412

REM SEC 7 TP 1

NE1/4 SEC 7 TP 1

NW1/4 SEC 8 TP 1

DL 410

DL 651

NE1/4 OF SW1/4 SEC 7 TP 1

SE1/4 SEC 7 TP 1

DL 650

94

PACHENA RIVER

ANACLA

NW1/4 SEC 8 TP 1

Bamfield OCP Map No. 4 Infrastructure and Community Services

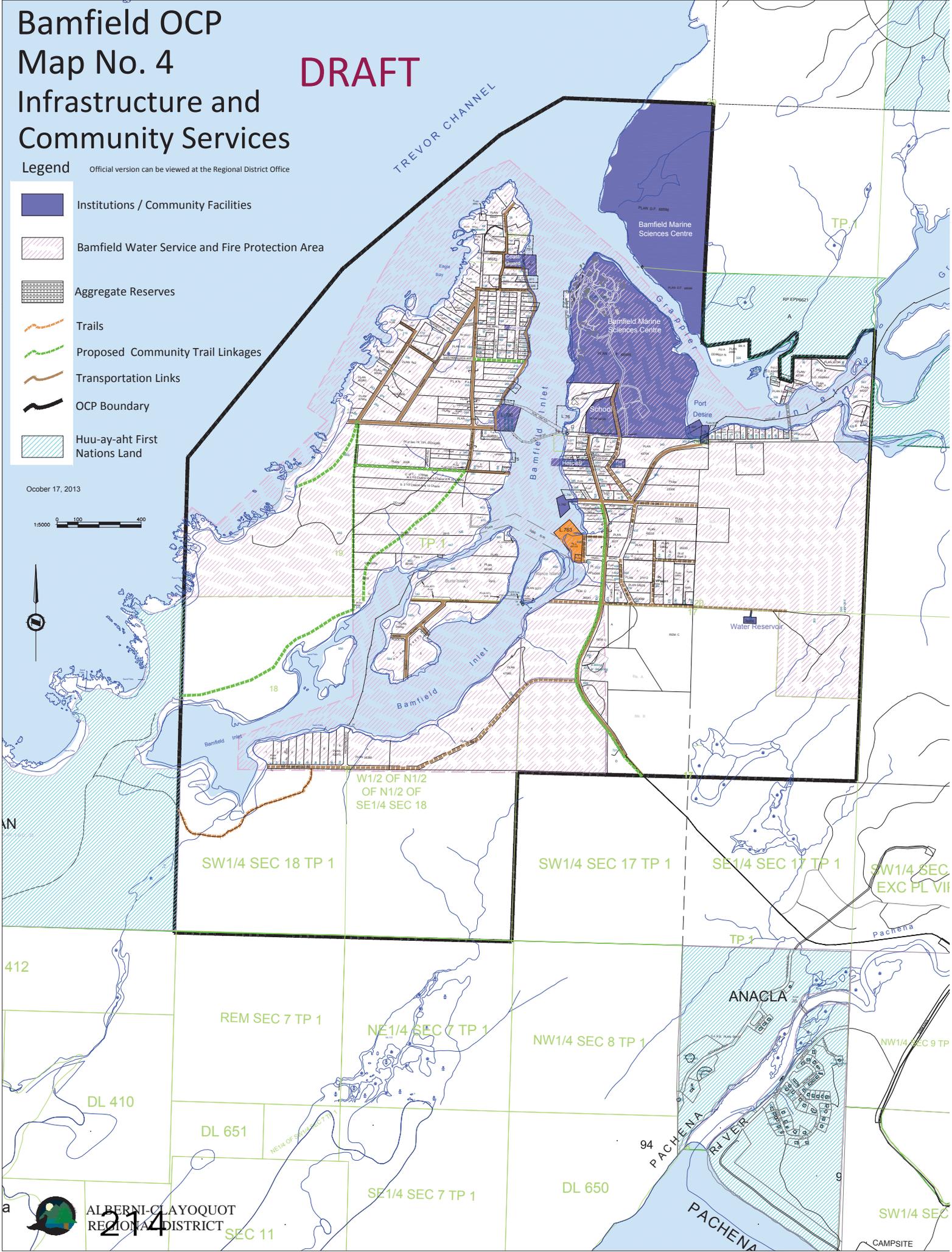
DRAFT

Legend Official version can be viewed at the Regional District Office

-  Institutions / Community Facilities
-  Bamfield Water Service and Fire Protection Area
-  Aggregate Reserves
-  Trails
-  Proposed Community Trail Linkages
-  Transportation Links
-  OCP Boundary
-  Huu-ay-aht First Nations Land

October 17, 2013

1:5000 0 100 400





REZONING APPLICATION

TO: Russell Dyson, Chief Administrative Officer; and
Regional Board of Directors

DATE: May 21, 2014

FROM: Alex Dyer, Planner

REZONING

APPLICATION: **RT14001 – Medical Marihuana Facilities**

APPLICANT: Alberni-Clayoquot Regional District

LOCATION: All properties within the ACRD

APPLICANT'S

INTENTION: Planning staff have drafted zoning amendments to regulate Medical Marihuana Facilities in the Zoning Bylaw with direction provided from the Electoral Area and District of Tofino Committee Meeting.

Recommendation: That the Regional Board:

- 1) Receive the staff report;
- 2) Amend Bylaw P1321 to remove Medical Marihuana Facilities as a permitted use in the Forest Reserve (A4) District and increase the minimum lot area required for Medical Marihuana Facilities in the Small Holdings (A1) District, Rural (A2) District and Forest Rural (A3) District from 1.62 hectares (4 acres) to 2.43 hectares (6 acres);
- 3) Proceed with second reading of Bylaw P1321 as amended; and
- 4) Re-delegate the public hearing by passing the following resolution: "That the public hearing for Bylaw P1321 be delegated to the Chairperson of the Regional Board or the vice Chairperson of the Regional Board".

RT14001

History: In recent months, the Board of Directors has considered a staff initiated zoning bylaw amendment to define Medical Marihuana Facilities in the Zoning Bylaw and allow the facilities in the A1, A2, A3, A4 and M1 Districts on properties a minimum of 1.62 hectares (4 acres) in size and in buildings located a minimum of 30.48 metres (100 feet) from all lot lines.

Bylaw P1321 received first reading by the Board on February 28, 2014. Following first reading a public hearing was held on March 27, 2014. There were fifteen (15) members of the public present at the hearing, a number of whom spoke in opposition to the bylaw amendment as proposed. At the April 09, 2014 Board meeting, the Board received the public hearing minutes and report and passed a resolution to defer a decision on the bylaw and forward it to an Electoral Area Directors meeting for further discussion. The District of Tofino contributes to Part 26 (Planning and Land Use Management) of the LGA to vote on planning matters in Clayoquot Sound and as this zoning text amendment affects existing zoning in that area, the District of Tofino has a vote on the bylaw.

An Electoral Area and District of Tofino Committee Meeting was held on May 14, 2014 to discuss the proposed zoning amendments. After some discussion, the committee passed a resolution instructing staff to amend Bylaw P1321 by removing Medical Marihuana Facilities as a permitted use from the Forest Reserve (A4) District, increasing the minimum lot size in the A1, A2 and A3 Districts to 6 acres, proceed to another public hearing and arrange an information session 1 hour prior to the public hearing at the same venue. The 100 foot setback for the Facilities was recommended to remain the same in the A and M Districts and the minimum lot size to permit the Facilities in the M1 was recommended to remain at 4 acres.

Policies and Legislation:

- A. **Official Community Plan:** The proposed zoning amendments will impact areas within each of the OCPs in the Alberni Valley and the west coast. All of the OCPs have policies and objectives that support a wide range of agricultural activities.
- B. **Zoning:** The proposed amendments will regulate the location and siting of Medical Marihuana Facilities across the Regional District. Planning staff is recommending that Medical Marihuana Facilities be permitted in the A1, A2, A3 and M1 Districts on properties with a minimum lot size of 2.43 hectares (6 acres) and in structures located a minimum of 30.48 metres (100 feet) from any lot line.

Table: Zoning Districts permitting Medical Marihuana Facilities

Zoning Districts	Min. Lot Area	Min. Building Setback
Small Holdings (A1) District	Lot Size Greater Than 2.43 hectares (6 acres)	30.48 metres (100 feet) From All Lot Lines
Rural (A2) District		
Forest Rural (A3) District		
Industrial Park (M1) District	Lot Size Greater Than 1.62 hectares (4 acres)	

Proposed definition of Medical Marihuana Facilities:

“A building or structure, approved and licensed by Health Canada, for the production, growing and incidental processing of medical marihuana, but specifically excluding storefront or retail outlet distribution of medical marihuana.”

- C. **Marihuana for Medical Purposes Regulation (MMPR):** The federal MMPR legislation came into effect in April 2014. It replaced the previous Marihuana Medical Access Program and allows a local government to regulate the location and siting of Medical Marihuana Facilities.
- D. **Agricultural Land Reserve:** The Agricultural Land Commission has produced an information bulletin regarding medical marihuana production in the Agricultural Land Reserve. The bulletin states that, based on the ALC’s definition of “farm use”, if a land owner is lawfully sanctioned to produce marihuana for medical purposes, the farming of the plant within the ALR would be permitted.

However, not all activities associated with the production would necessarily be considered as “farm use”. A production facility that is entirely devoted to growing marihuana is different than a facility complete with business offices, research and development facilities and associated infrastructure. These activities may be considered ancillary to the “farm use” but would need to be reviewed on a case by case basis.

The ALC has advised proponents to communicate with the ALC prior to approaching a local government for a building permit and has advised local governments to refer any bylaw changes regulating farm use to the ALC for their review. As a part of the bylaw referral process, staff will refer the bylaw amendments to the ALC for their review and comments prior to the public hearing.

Background: The new Marihuana for Medical Purposes Regulation (MMPR) came into effect April 01, 2014 which will regulate the access and production of medical marihuana in Canada.

Under the previous system, personal production licenses and designated person licenses have been phased out and it is expected that most new licenses will be geared towards larger scale production facilities. To date, 13 licensed producers across Canada have been approved (5 in British Columbia).

The new regulations require increased site security, no production or storage within a dwelling, air vent filtration more detailed record keeping and notification of the local government, police and fire authorities. Increased security measures include physical security barriers, visual monitoring systems, intrusion detection systems and security clearance for all staff issued by the federal Minister of Health.

At this time, the ACRD Zoning Bylaw does not regulate the production, storage or processing of medical marihuana. Under the previous system, license holders were not required to notify the Regional District of their operation and as a result there was no formal record of their location in our files.

Comments:

1. These zoning amendments are initiated by staff as a result of numerous enquiries received about the new regulations over the past several months and are not the product of any specific application. The Regional District has received notifications of intent to apply under the MMPR for four (4) properties across the Regional District.
2. The definition of a “Medical Marihuana Facility” has been drafted in a way to match the guidelines provided by the Agricultural Land Commission as a significant portion of the ACRD rural land base lies within the ALR. Permitting these types of facilities in certain Rural and Industrial zones will allow the Regional District the ability to regulate where Medical Marihuana Facilities may be located whether or not they fall within the ALR boundaries.
3. Planning staff have conducted a review of zoning amendments to regulate medical marihuana in other jurisdictions. In general terms, local governments with a primarily rural land base are considering allowing Medical Marihuana Facilities in Rural, Agricultural and Industrial zones while many municipalities with a higher density suburban land base are considering allowing facilities primarily in Industrial zones. Staff is of the opinion that these zones, with the proposed conditions of use,

RT14001

will provide a variety of rural options for MMPR proponents while minimizing the impact on smaller lot residential areas.

Prepared by: 

Alex Dyer, Planner

Reviewed by: 

Mike Irg MCIP, Manager of Planning and Development



Russell Dyson, Chief Administrative Officer

REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT

BYLAW NO. P1321

OFFICIAL ZONING TEXT AMENDMENT

A bylaw of the Regional District of Alberni-Clayoquot to amend Bylaw No. 15, being the “Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971”.

WHEREAS the *Local Government Act* authorizes the Regional Board to amend a zoning bylaw upon the affirmative vote of the directors in accordance with the *Local Government Act*;

AND WHEREAS the Board of Directors of the Regional District of Alberni-Clayoquot, in open meeting assembled, enacts the following amendment to the text of the Regional District of Alberni-Clayoquot Zoning By-law No. 15, 1971:

1. TITLE

This bylaw may be cited as the Regional District of Alberni-Clayoquot Zoning Text Amendment Bylaw No. P1321.

2. Bylaw No. 15 of the Regional District of Alberni-Clayoquot is hereby amended as follows:

- a. Section 3 is hereby amended by adding the following definition between the definitions of “Marquee” and “Mines, Quarries and Oil Wells”:

“Medical Marihuana Facility means a building or structure, approved and licensed by Health Canada, for the production, growing and incidental processing of medical marihuana, but specifically excluding storefront or retail outlet distribution of medical marihuana.”

- b. Section 101 Small Holdings (A1) District is hereby amended by adding a new subsection 101.1(10) to read as follows:

“(10) Medical Marihuana Facilities provided that the facilities are located on a lot that is 2.43 hectares (6 acres) or greater in area and that the facilities are located a minimum of 30.48 metres (100 feet) from all lot lines.”

- c. Section 102 Rural (A2) District is hereby amended by adding a new subsection 102.1(14) to read as follows:

“(14) Medical Marihuana Facilities provided that the facilities are located on a lot that is 2.43 hectares (6 acres) or greater in area and that the facilities are located a minimum of 30.48 metres (100 feet) from all lot lines.”

RT14001

d. Section 103 Forest Rural (A3) District is hereby amended by adding a new subsection 103.1(15) to read as follows:

“(15) Medical Marihuana Facilities provided that the facilities are located on a lot that is 2.43 hectares (6 acres) or greater in area and that the facilities are located a minimum of 30.48 metres (100 feet) from all lot lines.”

e. Section 131 Industrial Park (M1) District is hereby amended by adding a new subsection 131.1(12) to read as follows:

“(12) Medical Marihuana Facilities provided that the facilities are located on a lot that is 1.619 hectares (4 acres) or greater in area and that the facilities are located a minimum of 30.48 metres (100 feet) from all lot lines.”

3. This bylaw shall come into force and take effect upon the adoption thereof.

Read a first time this 26th day of February, 2014

Read a second time this day of , 2014

Read a third time this day of , 2014

I hereby certify this to be a true and correct copy of Bylaw P1321 as read a third time by the Board of the Regional District of Alberni-Clayoquot on this day of , 2014.

Chief Administrative Officer

Approved by the Minister of Community, Sport and Cultural Development this day of , 2014

Adopted this day of , 2014

Russell Dyson, CAO

Chair of the Regional Board



Application to Subdivide within the ALR

To: Russell Dyson, CAO and Regional Board of Directors

Date: May 7, 2014

File No.: AE14001

Owners: Gerald Thompson

Legal Description: Lot A, DISTRICT LOT 40, ALBERNI DISTRICT, PLAN EPP34228

Location: 6370 Donahue Road

Electoral Area: Area "E" (Beaver Creek)

Recommendation:

That the Regional Board:

- Receive the staff report; and
- Pass a resolution to forward the application to the Agricultural Land Commission noting that the application complies with the Beaver Creek Official Community Plan and Zoning subject to approval of the Agricultural Land Commission.

Applicant's Intention: To subdivide an 11.34 acre property within the ALR creating a 5.0 acre lot on the west portion of the property and a 6.34 acre lot on the east portion of the subject property.

Observations:

- 1. Property Description:** The proposed lot on the eastern portion of the property contains the improvements including a single family dwelling and three accessory buildings (workshop, carport, cold storage). A minor mill operation is also on the proposed west lot. The remainder of the west lot is second growth forest. The proposed lot on the eastern portion of the property is mainly second growth forest.
- 2. Provincial soil mapping,** which indicates the "land capability for agriculture", shows that the subject property is covered by two map units.

Unit 1 (Northern piece)

AE14001

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułu?if?ath Government, Huu-ay-aht First Nations, Uchucklesaht Tribe
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)

Unimproved soil conditions = 80% class 3 A, and 20% class 3 AW

Improved Soil Conditions = 70% class 2 D, and 30% class 2 DT

D = Undesirable Soil Structure and/or Low Perviousness.

T = Topography

A = Soil Moisture Deficiency

W= Excess Water

Unit 2 (Southern piece)

Unimproved soil conditions = 100% class 4 PA

Improved Soil Conditions = 70% class 3 PA and 30% class 4 PA

P = Stoniness

A = Soil Moisture Deficiency

Soil Capability Class explanations are as follows:

Class 2 – Land in this class has minor limitations that require good ongoing management practices or slightly restrict the range of crops, or both.

Class 3 – Land in this class has limitations that require moderately intensive management practices or moderately restrict the range of crops, or both.

Class 4 – Land in this class has limitations that require special management practices or severely restrict the range of crops, or both.

3. Services:

(a) Sewage Disposal: On-site septic disposal

(b) Water Supply: Beaver Creek Water System

(c) Fire Protection: Beaver Creek Fire Protection

(d) Access: Both lots will be accessed from Donahue Road

4. Existing Planning Documents Affecting the Site:

A. **Agricultural Land Reserve:** Entirely within the ALR

B. **Official Community Plan:** The Beaver Creek Official Community Plan designates the subject property as “Rural Use”. The minimum parcel size for this designation is 2.0 hectares (4.94 acres).

This proposal does not contravene the objectives of the Rural Use designation as

AE14001

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułuʔiłʔatḥ Government, Huu-ay-aht First Nations, Uchucklesaht Tribe
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)

per Section 7.1 of the Beaver Creek Official Community Plan. Relevant policies listed under Section 7.2 include:

Policy 7.2.1 – Maintain a minimum lot size of 2 hectares in areas designated as Rural.

The proposal complies with this policy.

Policy 7.2.2 – Permit a variety of compatible uses on rural lots in order to make their retention viable.

Policy 7.2.3 – Encourage owners of rural acreages to maximize the agricultural potential of their land.

C. **Zoning:** Rural (A2) District

A2 District requires: Minimum Lot Area: 2.02 ha (5.0 acres) Minimum Lot Width: 330 feet Minimum Setbacks: Front: 50 feet Rear: 30 feet Side: 15 feet
--

The proposed subdivision complies with the minimum lot width. Prior to final approval of the subdivision the applicant will need to ensure existing buildings meet setback requirements.

History:

Past applications within the ALR for this property have resulted in the consolidation of a 13.55 acre lot with a 3.06 acre R/W parcel. The property was then resubdivided into two lots with one lot containing the existing house accessed from Donahue Road and being 11.34 acres, and the other lot being 5.0 acres accessed from Falls Road. This subdivision was approved in October 2013 and the 5.0 acre lot was subsequently sold.

The applicants' original application had proposed that only a portion of the R/W parcel be consolidated with the adjacent parcel to the east, and had proposed a three lot subdivision. ACRD staff suggested that the entire R/W parcel be consolidated with the adjacent parcel to the east, included in the ALR, and then subdivided into two lots. In the approval letter from the ALC dated June 27, 2011, the applicants' original proposal (three lot subdivision) was refused, but the amended proposal for the consolidation and inclusion of the entire right-of-way parcel into the ALR and a subsequent two-lot subdivision, which resulted in two lots of approximately 5 acres and 11 acres was approved.

Comments:

AE14001

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułu?if?ath Government, Huu-ay-aht First Nations, Uchucklesaht Tribe
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)

The subject property is 11.34 acres (4.59 hectares) in size. The entire property is within the ALR. The two proposed lots meet the minimum lot width requirements of 330 feet. No development variance or parcel frontage waiver would be required.

Submitted by:



Heather Adair, Jr Planner/Bylaw Officer

Reviewed by:



Mike Irg, Manager of Planning and Development



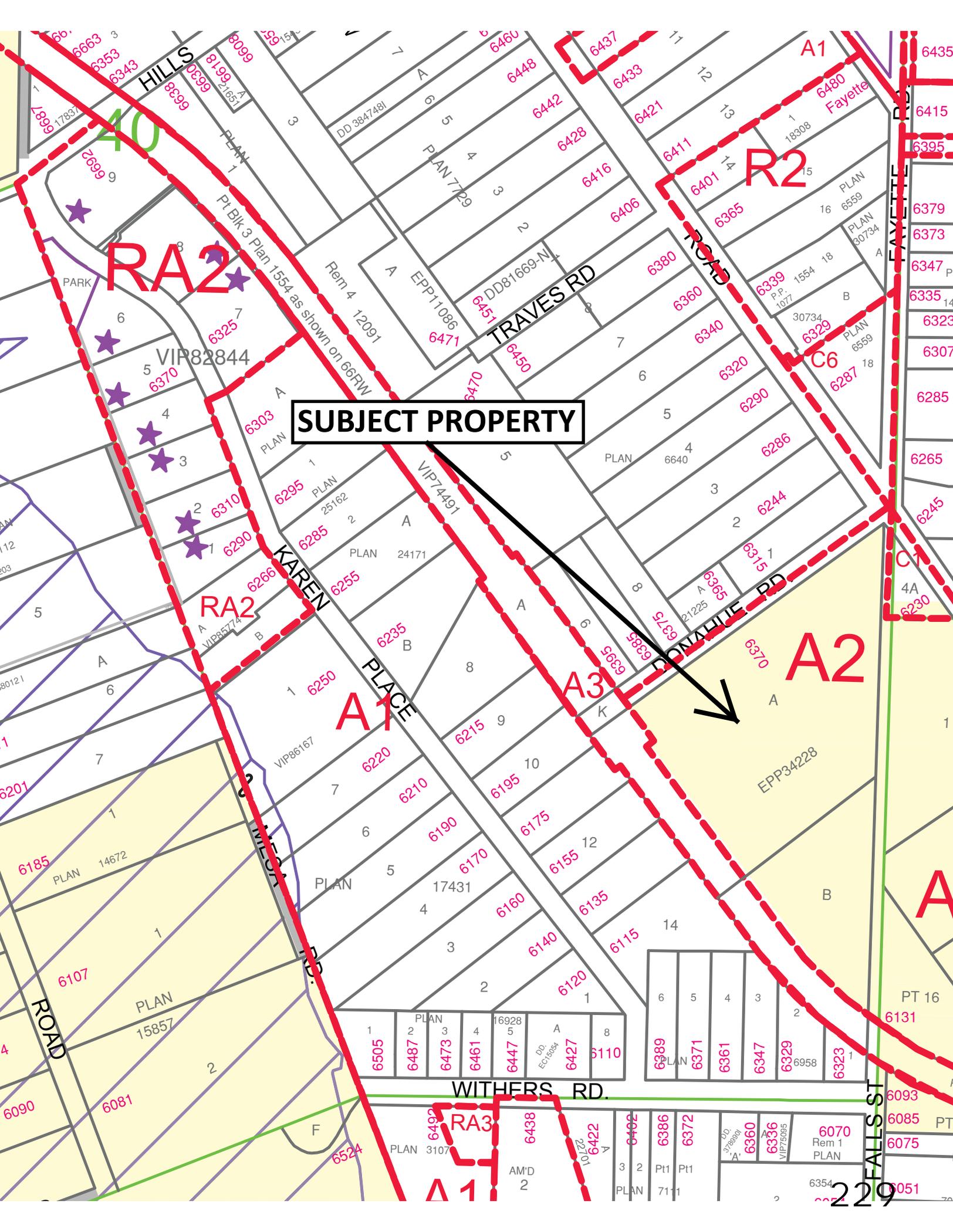
Wendy Thomson, Manager of Administrative Services

AE14001

Members: City of Port Alberni, District of Ucluelet, District of Tofino, Yuułu?if?ath Government, Huu-ay-aht First Nations, Uchucklesaht Tribe
Electoral Areas "A" (Bamfield), "B" (Beaufort), "C" (Long Beach), "D" (Sproat Lake), "E" (Beaver Creek) and "F" (Cherry Creek)







SUBJECT PROPERTY

RA2

R2

RA2

A1

A3

A2

RA3

A1

229



MEMORANDUM

To: Russell Dyson, Chief Administrative Officer
Regional Board of Directors

From: Heather Adair, Junior Planner/Bylaw Enforcement Officer

Date: May 21, 2014

Subject: Toquaht Nation Foreshore Agreement

Recommendation

- 1) The Regional Board provide support to the Toquaht Nation for the document titled "Application of Laws to Foreshore Act".

Background

The Toquaht Nation entered into a Foreshore Agreement with British Columbia (BC) on December 3, 2013. This agreement delegates certain lawmaking authorities from BC to Toquaht Nation over foreshore adjacent to Toquaht Lands. The Alberni Clayoquot Regional District (ACRD) has been involved in the Foreshore Agreement process through updates from the Ministry of Aboriginal Relations and Reconciliation. The Toquaht Nation zoning on the Foreshore will replace previous ACRD zoning.

On April 15, 2014 Toquaht Nation enacted the *Application of Laws to Foreshore Act* whereby certain laws of Toquaht Nation will be made applicable to Toquaht foreshore.

The following Toquaht enactments apply to Toquaht foreshore:

- *Planning and Land Use Management Act*
- *Environmental Protection Act*
- *Enforcement Act*
- *Building and Development Authorization Act*

The Toquaht Nation has sent a referral to the ACRD as an interest that may be affected by the *Application of Laws to Foreshore Act*. Future amendments to any of the enactments listed above require a discussion with local government and other authorities and organizations if they may be affected.

The Toquaht government is subject to the same conditions, requirements and restrictions as a municipality in exercising law—making authority under provincial law.

Attachments: *Application of Laws to Foreshore Act* referral

Prepared by:



Heather Adair, Jr Planner/Bylaw Officer

Reviewed By:



Mike Irg, Manager of Planning & Development



Russell Dyson, Chief Administrative Officer



**TOQUAHT
NATION**

RECEIVED

MAY 16 2014

PO Box 759
Ucluelet, BC V0R 3A0
Phone: (250) 726-4230
Toll Free: 1 877 726-4230
Fax: (250) 726-4403

May 8, 2014

via fax: 250-723-1327

Alberni-Clayoquot Regional District
3008-5th Ave,
Port Alberni, BC, BC V9Y 2E3

Attention: District Board Chairperson

Dear Chairperson Solda:

Re: Application of Laws to Foreshore Act TNS 6/2014 (the "Act")

On December 3, 2013, Toquaht Nation and British Columbia entered into the Foreshore Agreement whereby British Columbia delegated certain lawmaking authorities to Toquaht Nation over foreshore adjacent to Toquaht lands. On April 15, 2014, Toquaht Council enacted the Act whereby certain laws of Toquaht Nation will, when the Act is brought into force by Executive Order, be made applicable to Toquaht foreshore. A copy of the Act is enclosed for your reference. The Toquaht enactments referred to in section 2.1 of the Act may be viewed at <http://www.toquaht.ca/law-and-regulations/>.

In accordance with section 3.3(b)(iii) of the Act and sections 3.9(a) and 3.15(a) of the Foreshore Agreement, Toquaht Nation, by this letter, gives notice to you that the Toquaht Executive will, by Order, bring the Act into force 30 days after the date of this letter. Alberni-Clayoquot Regional District, as a person that may be affected by the Act, has the opportunity to make representations to the Executive concerning this Act or the other Toquaht enactments referred to in section 2.1 of the Act and their applicability to Toquaht foreshore if those representations are received by the Toquaht Nation within 30 days of your receipt of this notice.

Yours truly,

ANNE MACK
ḥa?wíl of the Toquaht Nation

TOQUAHT NATION GOVERNMENT

APPLICATION OF LAWS
TO FORESHORE ACT

TNS 6/2014



This law enacted on April 15th, 2014

Signed *Anne Mack*
Anne Mack, ḥaʔwił of the Toquaht Nation

DEPOSITED IN THE
REGISTRY OF LAWS

ON 2014-05-01

Kristen Gilman
Signature of Law Clerk

TOQUAHT NATION GOVERNMENT
APPLICATION OF LAWS TO FORESHOARE ACT TNS 6/2014

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TOQUAHT NATION GOVERNMENT
APPLICATION OF LAWS TO FORESHOARE ACT TNS 6/2014

PREAMBLE

The Toquaht Nation and British Columbia entered into an amended Toquaht Nation Foreshore Agreement. The Amended Foreshore Agreement expands the law making authority of the Toquaht Nation over Toquaht foreshore and alters the enactment and enforcement process required by the former Foreshore Agreement to enact and enforce Toquaht law applicable to Toquaht foreshore.

It is the desire of the Toquaht Nation that there be certainty as to the applicability of existing Toquaht law to Toquaht foreshore. Certainty concerning the applicability of Toquaht law to Toquaht foreshore is desirable for transparent and accountable government processes and for the better governance of the Toquaht Nation.

The Toquaht Nation adopt this Act based on these values.

TOQUAHT NATION GOVERNMENT
APPLICATION OF LAWS TO FORESHOARE ACT TNS 6/2014

PART 1 - INTRODUCTORY PROVISIONS

Short title

1.1 This Act may be cited as the Application of Laws to Foreshore Act.

Executive oversight

1.2 The chairperson of Council is responsible for the executive oversight of this Act.

Application

- 1.3 (a) This Act is enacted as contemplated in 14.5.0 of Chapter 14 Regional Government of the Maa-nulth Treaty and under the Amended Foreshore Agreement.
- (b) Unless otherwise provided in this Act or another Toquaht enactment, this Act applies to all Toquaht foreshore.

Definitions

1.4 In this Act,

“Amended Foreshore Agreement” means the agreement entered into between the Toquaht Nation and British Columbia in accordance with 14.5.1 of Chapter 14 Regional Government of the Maa-nulth Treaty and dated for reference December 3, 2013;

“Foreshore Agreement” means the agreement entered into between the Toquaht Nation and British Columbia in accordance with 14.5.1 of Chapter 14 Regional Government of the Maa-nulth Treaty and dated for reference April 1, 2011.

TOQUAHT NATION GOVERNMENT
APPLICATION OF LAWS TO FORESHOARE ACT TNS 6/2014

PART 2 - APPLICATION OF LAWS TO FORESHORE

Applicability of certain enactments

- 2.1 (a) The following Toquaht enactments apply to Toquaht foreshore with the necessary changes required and so far as applicable:
- (i) the Planning and Land Use Management Act;
 - (ii) the provisions of the Environmental Protection Act applicable to those matters referred to section 3.8(b) of the Amended Foreshore Agreement;
 - (iii) the Environmental Protection Act other than the provisions referred to in paragraph (ii);
 - (iv) the Enforcement Act; and
 - (v) the Building and Development Authorization Act.
- (b) A reference to Toquaht lands in the enactments listed in subsection (a) is deemed to include a reference to Toquaht foreshore unless the context requires otherwise or it is otherwise indicated.

Applicability of other enactments

- 2.2 Nothing in this Act restricts the application of a Toquaht enactment to a person or activity on Toquaht foreshore to which that enactment would otherwise apply.

Penalties

- 2.3 A penalty under the enactments listed in section 2.1(a) must not exceed the limits referred to in section 3.11 of the Amended Foreshore Agreement.

Interpretation of enactments

- 2.4 For certainty, except in this Act, where the context requires otherwise or is otherwise indicated, a reference in a Toquaht enactment to the Foreshore Agreement is a reference to the Amended Foreshore Agreement.

TOQUAHT NATION GOVERNMENT
APPLICATION OF LAWS TO FORESHOARE ACT TNS 6/2014

PART 3 - GENERAL PROVISIONS

Regulations

- 3.1 The Executive may make regulations which it considers necessary or advisable for the purposes of this Act, including regulations setting out necessary amendments to an enactment listed in section 2.1(a) for that enactment to apply to Toquaht foreshore in accordance with this Act.

Enactment or amendment of laws applicable to foreshore

- 3.2 (a) In accordance with the Amended Foreshore Agreement, before an amendment is made to this Act or an enactment listed in section 2.1(a), the Toquaht government must first
- (i) discuss that amendment with any person, including local governments and other authorities and organizations, and
 - (ii) consult with individuals ordinarily resident in the Toquaht foreshore concerning the amendment,
- if they may be directly and significantly affected by that amendment.
- (b) In accordance with the Amended Foreshore Agreement, before enacting a Toquaht enactment in relation to Toquaht foreshore or any subsequent amendment to that enactment, the Toquaht government must first
- (i) discuss that enactment or amendment with any person, including local governments and other authorities and organizations, and
 - (ii) consult with individuals ordinarily resident on Toquaht foreshore concerning that enactment or amendment,
- if they may be directly and significantly affected by that enactment or amendment.
- (c) For certainty, despite subsections (a) and (b) and in accordance with the Amended Foreshore Agreement, the law-making authority of the Toquaht government under the Amended Foreshore Agreement in relation to Toquaht foreshore is subject to the same conditions, requirements and restrictions as a municipality in exercising law-making authority under provincial law including
- (i) providing notice and an opportunity to make representations to persons affected by a proposed Toquaht enactment or a decision made under a Toquaht enactment in relation to Toquaht foreshore, and

- (ii) when applicable, seeking the approval of Toquaht citizens and non-members ordinarily resident on Toquaht foreshore to a proposed Toquaht enactment or a decision made under a Toquaht enactment in relation to Toquaht foreshore.

Commencement

- 3.3** (a) Subject to subsections (b) to (e), this Act comes into force by Order of the Executive.
- (b) An Order of the Executive under subsection (a) must not be made until
- (i) notice of that Order and a copy of this Act has been posted in accordance with Toquaht law for at least 30 days,
 - (ii) notice of that Order has been published in accordance with Toquaht law, and
 - (iii) notice of that Order and a copy of this Act has been delivered in accordance with Toquaht law to British Columbia and the Alberni-Clayoquot Regional District.
- (c) A notice under subsection (b) must provide an opportunity for at least 30 days to persons affected by this Act to make representations to the Executive concerning this Act.
- (d) The Executive must give full and fair consideration to any representations received in accordance with subsection (c) and may, by regulation, make necessary amendments to an enactment listed in section 2.1(a) in relation to Toquaht foreshore to address any concern raised by a representation received in accordance with subsection (c).
- (e) Section 2.1(a)(iii) comes into force on the date the responsible minister referred to in section 3.8(a) of the Amended Foreshore Agreement gives approval to the application of those provisions of the Environmental Protection Act to Toquaht foreshore.

Alberni-Clayoquot Regional District
Staff Action Items by Department and Date
Update to the Board of Directors as of May 23, 2014

#	Date	Action Item	Assigned to	Target Date/Update
Administration Department				
1.	Jan. 23/13 WC Comm	Explore with the Yuułuʔiłʔatḥ Government possible participation in the South Long Beach Multi Purpose Bike Path in the future	Russell	Yuułuʔiłʔatḥ to respond
2.	July 10 th Board	Contact and work with the Nuuchahnulth Tribal Council and the Port Alberni Friendship Centre to develop a long term plan for reconciliation	Russell/ Cindy/ Tony/ Penny	John Rampanen to conduct Board education session June 18 th
3.	March 12 th Board	Consult the Fisheries Committee and arrange a meeting regarding the Omega Fish Hatchery Letter	Wendy/ Tracy	Arranging, waiting to hear back from DFO
4.	March 26 th Board	Check with PA Fire hall regarding Ministry of Environment air quality monitoring equipment	Russell	Investigating
5.	April 9 th Board	Investigate if Board can appoint alternate for the Island Corridor Foundation under Ken McRae's mentorship	Russell	Investigating
6.	April 9 th Board	C2C recommend contacting the President NTC Deb Foxcroft and request an observer from the ACRD at the NTC meetings	Russell	Requested
7.	May 13 th AV Comm.	Meet with representatives of the AV Bulldogs Junior Hockey Society to investigate options and develop a plan to support the AV Bulldogs and the AV Recycling Program	Russell	In Progress
8.	May 13 th AV Comm.	Invite representatives of the AV Chamber of Commerce to the next Alberni Valley Committee meeting to provide an overview of their plans for re-establishing the focal point sign	Wendy	Done – Presenting at June AV Comm. meeting
9.	May 13 th AV Comm.	Prepare a RFD to the Board recommending permission be granted to the Alberni Valley Regatta Association for use of the parking area at the Alberni Valley Regional Airport for vehicle and boat trailer overflow parking on July 19 th and 20 th for the Regatta Revival event.	Wendy	May 28 th Board agenda
10.	May 13 th AV Comm.	Proceed with the Alberni Valley Airport obstacle assessment and precision runway survey and develop a plan to respond to the assessment and invite Coulson's Group to the next Alberni Valley Committee meeting to discuss the proposed runway extension	Russell/ Mark	In Progress

#	Date	Action Item	Assigned to	Target Date/Update
11.	May 14 th Board	Draft a letter to Sue Farlinger, Regional Director, Fisheries and Oceans Canada requesting the government to give special consideration this year to area G Trollers giving them access to the Fraser River sockeye run	Robert G.	Drafting
12.	May 14 th Board	Contact UBCM requesting an update on a resolution passed at the 2007 Convention regarding increasing the underwriters life span of fire trucks & report back to the Board	Russell	Request made
13.	May 14 th Board	Prepare a report for consideration by the Board with a terms of reference for an Economic Development Meeting in the region	Russell/ Pat	In progress
14.	May 14 th Board	Invite a representative of Island Timberlands to make a presentation to the Alberni Valley Committee regarding the use of herbicides within our watersheds	Wendy	Invitation sent
15.	May 14 th Board	Arrange the first meeting of the 2014 Board Remuneration Review Committee: Bob Kangiesser, Ken McRae and Stefan Ochman appointed to the Committee	Wendy	First meeting scheduled June 10 th
Finance Department				
16.	April 23 rd Board	Prepare a report to the Board on the benefits and costs of signing onto the BC Climate Action Charter	Teri	June 2014
17.	April 23 rd Board	Invite BC Transit, Diversified Transit Ltd. to make a presentation to the AV Committee	Teri	May 28 th Board
18.	April 23 rd Board	Draft a report for the next AV Committee meeting on review of lease rates at the AV Airport	Teri/ Andy	June AV Comm.
19.	May 14 th Board	The Board agreed to the scope of the service plan noted in this agreement and requests BC Transit to proceed with undertaking this initiative within the noted timeline – have agreement signed and return to BC Transit	Teri	Done
20.	May 14 th Board	Bylaw R1021-4, Garbage and Recyclable Materials Collection Amendment, 2014 was adopted – Arrange for signatures	Teri	Done
21.	May 14 th Board	Board passed a resolution supporting BC Transit's request to grant a two year contract extension to Diversified Transportation Ltd. for custom transit services in the Alberni Valley – Advise BC Transit	Teri	Done
22.	May 14 th Board	The Board approved the Alberni Valley Landfill Operations Contract Request for Proposals and directed staff to advertise the RFP opportunity, as recommended by the Alberni Valley Committee – Contact McGill's to proceed	Teri	In progress

#	Date	Action Item	Assigned to	Target Date/Update
Environmental Services Department				
23.	Apr. 8/10 WC	Work with Parks Canada on the landfill road agreement	Russell	Letter sent January 12 th
24.	Sept. 8/10 WC	Investigate with Tla-o-qui-aht First Nation well development at the Long Beach Airport	Russell	Invitation sent again – Feb. 5 th
25.	May 11/11 AV Comm	Investigate with the Tseshaht First Nation possible resource recovery at the AV Landfill	Andy/ Russell	In Progress
26.	June 13/12 BD	Develop a plan for appropriate use of the funds on the Log Train Trail from the Arrowsmith Radical Runners	Rob G.	Design in progress
27.	Oct. 10/12 Board	Work with the Air Quality council to develop a draft valley wide woodstove bylaw based on the City of Port Alberni's bylaw following receipt by the Board of Directors a joint APC meeting will be called to review the proposal	Andy	June
28.	August 14 AV Comm	Prepare the information and background intended for an AV Landfill RFP process with a minimum of a 5 year operating agreement	Andy	Done
29.	Nov. 13 th Board	Airport Supervisor further evaluate alternative technologies for navigational aids at the Long Beach Airport with the objective of establishing a system at a cost reduced from the original commitment of the ACRD	Andy Mark	Done
30.	April 23 rd Board	The Board of Directors directed staff to: 1. Meet with the Tseshaht and Hupacasath First Nations and the City of Port Alberni with respect to their consideration on providing a connection to their water systems for the Bell Road/Stuart Avenue water supply; and following the consultation, 2. Provide the information to the Bell Road/Stuart Avenue residents on the water servicing options	Andy/ Russell	In progress
31.	April 23 rd Board	The Board of Directors authorized the Vancouver Island Region Porsche Club of America to use the North half of Runway 16-34, Apron #2, Taxiways A, B and C at the Long Beach Airport on Friday, May 23 rd and Saturday, May 24 th 2014, to conduct a driver training session and autocross event – prepare use agreement for signatures	Janice/ Mark	Done
32.	April 23 rd Board	Advise SD 70 that the Board of Directors supports in principle allowing the Ucluelet Secondary School students to conduct a slalom event at the Long Beach Airport prior to the VI Region Porsche Club of America driver training session – Ask for a formal request for SD 70	Janice/ Mark	Done

#	Date	Action Item	Assigned to	Target Date/Update
33.	May 14 th Board	The Board approved the process to review the 2007 ACRD Solid Waste Management Plan and implement outstanding Plan components including the establishment of an updated Plan Monitoring and Advisory Committee (PMAC) – Proceed with the project & Committee appointments	Andy	Done – 1 st meeting scheduled for June 3 rd
PLANNING DEPARTMENT				
34.	May 13/10 WC	Planning Staff proceed with subdivision process on the Long Beach Airport lands for the WC Multiplex Society and Long Beach Golf Course following Airport rezoning	Mike	Letter sent to TFN Jan 16
35.	June 1/09	Bamfield Official Community Plan Review	Mike	May 28 th Board
36.	n/a	Sproat Lake OCP Review	Mike	Received second and third reading
37.	Apr. 27/11 BD	The Board adopted the Alberni Valley Agriculture Plan – Develop report identifying ACRD actions and resources needed	Mike	Advertising for contractor support
38.	April 11/12 BD	Apply to the Ministry of Transportation for a permit to construct the dock at the west end of Nuthatch Road & to Ministry of Forests for foreshore tenure	Mike	Working with neighbor to move dock
39.	Nov. 14/12 Board	The Board referred the Bamfield Community Hall Society's request to approve & support their proposal to build a new hall to staff to review the request and provide a recommendation, following consultation with the Society, on the role of the ACRD	Mike	Contacted Hall Society – Society working on options
40.	July 24 th Board	The Board of Directors instructed staff to work with the Central West Coast Forest Society to investigate funding for the assessment and restoration of the Willowbrae Creek system	Mike	2014 Budget
41.	April 23 rd Board	Agricultural Support Services Staff to advertise a request for contract proposals not to exceed \$30,000 for agricultural support services – ADC to meet with Board	Mike	May
42.	May 14 th EA Directors Meeting	The Electoral Area Directors and Tofino Committee passed a resolution instructing staff to amend Bylaw P1321, Medical Marihuana Facilities removing the Forest Reserve (A4) District and increasing the minimum lot size in the A1, A2, A3 zones to 6 acres – Proceed to another public hearing and arrange an information session 1 hour prior to the public hearing	Mike	May 28 th Board

#	Date	Action Item	Assigned to	Target Date/Update
43.	May 14 th EA Directors & Tofino Mtg.	Draft a resolution for approval by the Board to forward to AVICC and UBCM requesting the regulations for use of parkland dedication monies be expanded to include improvements of existing parks		May
44.	May 14 th Board	The Board passed a resolution to provide support to the Uchucklesaht Tribe for the document titled "Application of Laws to Foreshore Act" – Provide letter of support	Mike	Done

Issued: May 23, 2014



**Board of Directors Meeting Schedule
June 2014**

Tuesday, June 3rd

Solid Waste Plan Monitoring
Advisory Committee Meeting
(Alberni Valley & West Coast)
1:30 pm
Regional District Board Room

Public Hearing
Electoral Area "E" (Beaver Creek)
(McCarther)
7:00 pm
Regional District Board Room

Beaufort AGM
7:00 pm
Beaver Creek Community Hall
8505 Beaver Creek Road,
Port Alberni, BC

Wednesday, June 11th

Tour – Beaufort Electoral Area &
BC Water System
9:30 am
(further details to follow)

12 Noon lunch at the BC
Community Hall

Wednesday, June 11th cont'd

Board of Directors Meeting
1:30 pm
Beaver Creek Community Hall
8505 Beaver Creek Road
Port Alberni, BC

Regional Hospital District Meeting
Immediately following above

Wednesday, June 18th

Reconciliation Education Session
10:00 am – 3:00 pm
Location TBA

Wednesday, June 25th

Board of Directors Meeting
1:30 pm
Regional District Board Room

Note: Alberni Valley Committee &
West Coast Committee
meetings are being arranged in
June (to be announced)

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT
APRIL, 2014**

BUILDING TYPE	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family									1	140,000			1	140,000
Mobile Homes													0	0
Multi-Family													0	0
Adds&Rens							3	15,833	2	37,900			5	53,733
Commercial													0	0
Institutional													0	0
Industrial					1	200,000					1	10,000	2	210,000
Miscellenaous					1	19,909			2	42,000	2	51,000	5	112,909
Totals	0	0	0	0	2	219,909	3	15,833	5	219,900	3	61,000	13	516,642

**REGIONAL DISTRICT OF ALBERNI-CLAYOQUOT BUILDING INSPECTOR'S REPORT
APRIL, 2014 TO DATE**

BUILDING TYPE	BAMFIELD		BEAUFORT		LONG BEACH		SPROAT LAKE		BEAVER CREEK		CHERRY CREEK		TOTALS	
	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE	#	VALUE
Single Family	1	152,771	0	0	0	0	3	880,000	1	140,000	1	447,500	6	1,620,271
Mobile Homes	0	0	0	0	0	0	1	5,000	1	5,000	0	0	2	10,000
Multi-Family	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adds&Rens	1	10,000	0	0	1	10,000	4	191,833	2	37,900	0	0	8	249,733
Commercial	0	0	0	0	0	0	0	0	0	0	1	30,000	1	30,000
Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Industrial	0	0	0	0	1	200,000	0	0	0	0	1	10,000	2	210,000
Miscellenaous	1	1,000	0	0	1	19,909	1	1,000	5	106,072	4	82,000	12	209,981
Totals	3	163,771	0	0	3	229,909	9	1,077,833	9	288,972	7	569,500	31	2,329,985

	BAMFIELD	BEAUFORT/ BEAVER CREEK	LONG BEACH	SPROAT LAKE	CHERRY CREEK	TOTAL	YTD TOTAL
WOODSTOVE INSPECTIONS		2		2		4	26

	YEAR TO DATE		TOTAL YEAR			YEAR TO DATE		TOTAL YEAR	
2013	22	2,067,123	81	8,208,948					
2012	26	1,895,500	92	9,011,700					
2011	43	3,403,853	120	9,221,498					
2010	49	5,951,800	149	21,524,170					
2009	26	2,546,153	123	11,302,380	1999	18	1,282,894	80	3,348,092
2008	43	4,431,477	147	22,682,130	1998	21	806,780	75	3,320,890
2007	34	2,303,241	163	15,007,877	1997	28	1,263,866	104	10,025,166
2006	44	3,854,390	161	15,909,705	1996	38	2,625,000	128	9,050,554
2005	38	5,223,675	138	12,962,379	1995	37	2,483,000	116	9,641,300
2004	43	4,945,370	133	11,036,854	1994	62	3,704,000	151	7,915,500
2003	16	2,384,680	97	6,925,356	1993	49	3,732,000	167	10,864,000
2002	20	572,656	76	2,986,134	1992	46	2,591,000	173	11,192,500
2001	25	1,930,402	89	5,790,126	1991	31	1,891,520	126	7,155,120
2000	24	1,299,537	88	4,095,339	1990	49	4,866,500	118	6,323,900



**SUMMARY OF REVENUE AND EXPENDITURES
FOR PERIOD ENDING APRIL , 2014**

(PAGE 1)

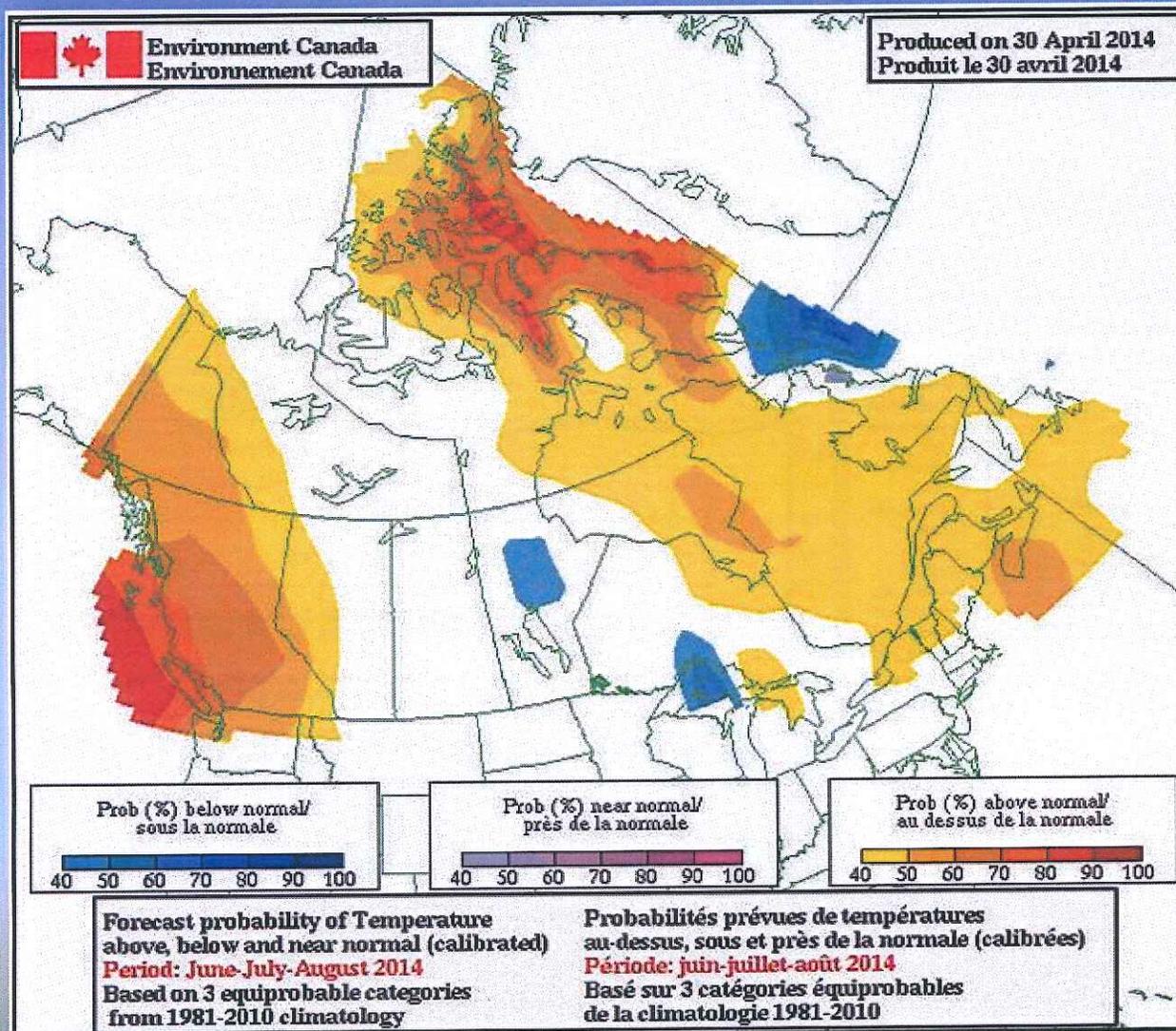
	2014 YEAR TO DATE ACTUAL	2014 ANNUAL BUDGET	PERCENTAGE OF BUDGET
REVENUE			
Tax requisition	\$ -	\$ 3,705,251	0.00%
Parcel taxes	-	883,772	0.00%
Grants in lieu of taxes	16,126	29,900	53.93%
Services provided to other governments	35,849	110,648	32.40%
Sale of services	844,097	3,382,600	24.95%
Other revenue	22,377	134,500	16.64%
Grants from other sources	473,212	1,694,725	27.92%
Surplus (deficit) from prior years	1,797,691	1,797,545	100.01%
Committed surplus from prior year	2,026,344	2,025,978	100.02%
Transfers between services	3,833	83,184	4.61%
	<hr/>		
SUBTOTAL	5,219,529	13,848,103	37.69%
 <i>Transfers from Municipalities for</i>			
Municipal Finance Authority	\$ 387,197	\$ 648,591	59.70%
	<hr/>		
TOTAL REVENUE	\$ 5,606,726	\$ 14,496,694	38.68%

EXPENDITURES	2014 YEAR TO DATE ACTUAL	2014 ANNUAL BUDGET	PERCENTAGE OF BUDGET
All Members			
E911 Telephone System	275,973	282,000	97.86%
General Government Services	308,695	1,031,500	29.93%
Alberni-Clayoquot Health Network	29,091	153,000	19.01%
Regional Parks	3,874	21,680	17.87%
Regional Planning	32,509	174,000	18.68%
Electoral Area's			
Building Inspection	64,385	245,000	26.28%
Electoral Area Administration	446,861	1,526,421	29.28%
Mgmt of Development - Rural Areas	89,991	396,000	22.73%
Vancouver Island Regional Library	101,064	403,000	25.08%
Alberni Valley			
Alberni Valley Emergency Planning	23,141	134,025	17.27%
Alberni Valley & Bamfield Waste Mgmt	422,301	2,456,900	17.19%
Alberni Valley Regional Airport	18,806	157,500	11.94%
Alberni Valley Regional Water - Proposed	4,083	60,000	6.81%
Custom Transit	112,379	452,000	24.86%
Sproat Lake Marine Patrol - Referendum	-	10,000	0.00%
West Coast			
Long Beach Airport	78,274	816,579	9.59%
West Coast Emergency Planning	967	14,000	6.91%
West Coast Waste Mgmt	244,141	893,500	27.32%
City of Port Alberni			
Port Alberni Arena	667	237,550	0.28%
Bamfield			
Bamfield Community Park	33	7,100	0.46%
Bamfield Volunteer Fire Dept	11,396	117,869	9.67%
Bamfield Water System	43,141	658,689	6.55%
Beaufort			
Mountain Ranch Rd Fire Protection	33	2,603	1.27%
Long Beach			
Millstream Water System	7,582	135,148	5.61%
Salmon Beach Garbage	3,519	29,150	12.07%
Salmon Beach Power Distribution	15,305	77,100	19.85%
Salmon Beach Recreation	2,672	39,450	6.77%
Salmon Beach Security	8,616	48,050	17.93%
Salmon Beach Sewage	16,954	63,750	26.59%
Salmon Beach Transportation	37,268	179,600	20.75%
Salmon Beach Water	3,373	16,050	21.02%
South Long Beach Bike Path	33	7,200	0.46%
South Long Beach Community Park	-	7,500	0.00%
South Long Beach Fire Protection	33	14,000	0.24%
South Long Beach Street Lighting	263	810	32.47%
Sproat Lake			
Sproat Lake Animal Control	671	3,100	21.65%
Sproat Lake Arena	33	33,107	0.10%
Sproat Lake Community Park	7,672	170,094	4.51%
Sproat Lake Noise Control	493	6,100	8.08%
Sproat Lake Volunteer Fire Department	34,527	389,000	8.88%
Beaver Creek			
Arvay Rd Street Lighting	417	1,300	32.08%
Beaver Creek Animal Control	300	3,000	10.00%
Beaver Creek Community Park	455	6,100	7.46%
Beaver Creek Arena	33	24,622	0.13%
Beaver Creek Noise Control	62	2,100	2.95%
Beaver Creek Volunteer Fire Department	49,091	254,230	19.31%
Beaver Creek Water System	582,342	1,212,519	48.03%
Granville Rd Fire Protection	33	1,229	2.69%
Cherry Creek			
Cherry Creek Animal Control	33	3,000	1.10%
Cherry Creek Arena	33	20,623	0.16%
Cherry Creek Noise Control	556	2,100	26.48%
Franklin River Rd Fire Protection	33	10,700	0.31%
Grants-in-Aid	22,756	363,898	6.25%
	2,392,436	13,375,546	17.89%
Transfers to Municipal Finance Authority on behalf of the Municipalities	387,197	648,591	59.70%
\$	2,779,633	\$ 14,024,137	19.82%

2014 Fire Season Outlook

Presented to the Alberni-Clayoquot
Regional District Emergency Planning
Committee

2014 Probability Maps: June – July - August



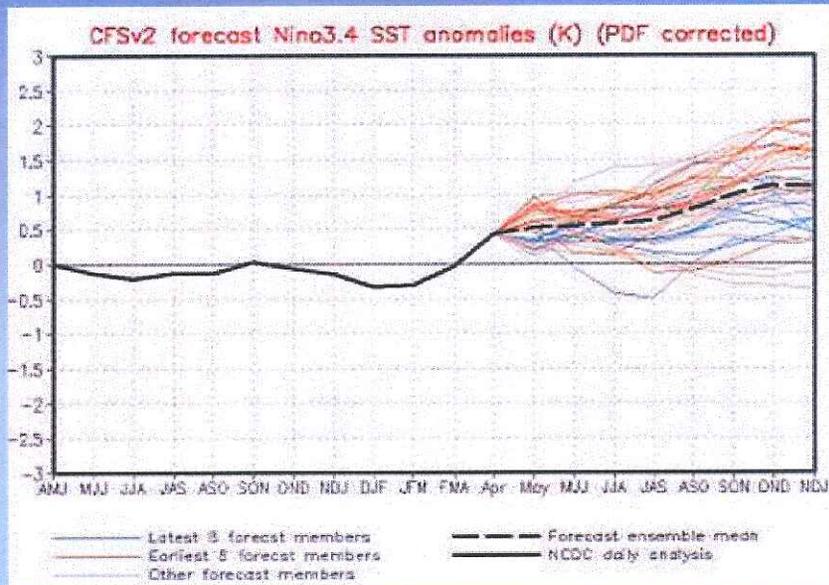
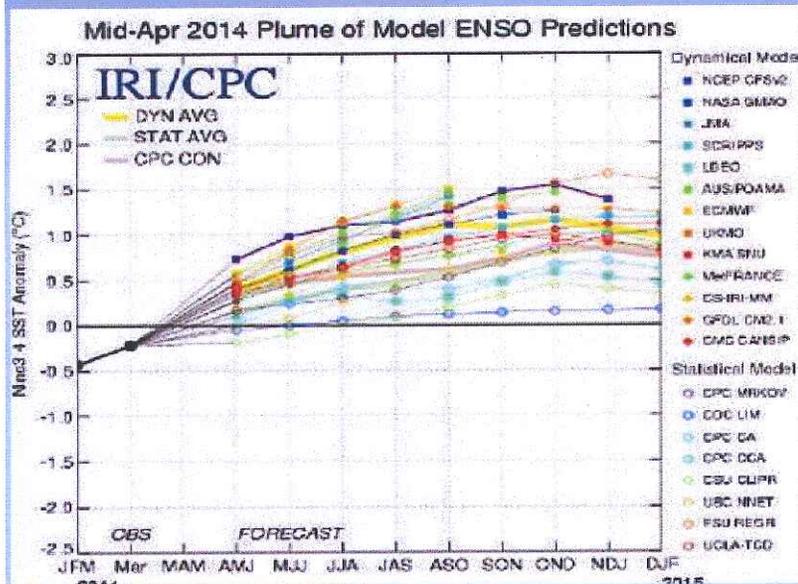
Temperature

There is a moderately high probability that the summer months will have above normal temperatures. The trend is expected to continue through the fall.

Lack of forcing from an El Nino or La Nina, increases the uncertainty of the long range models.

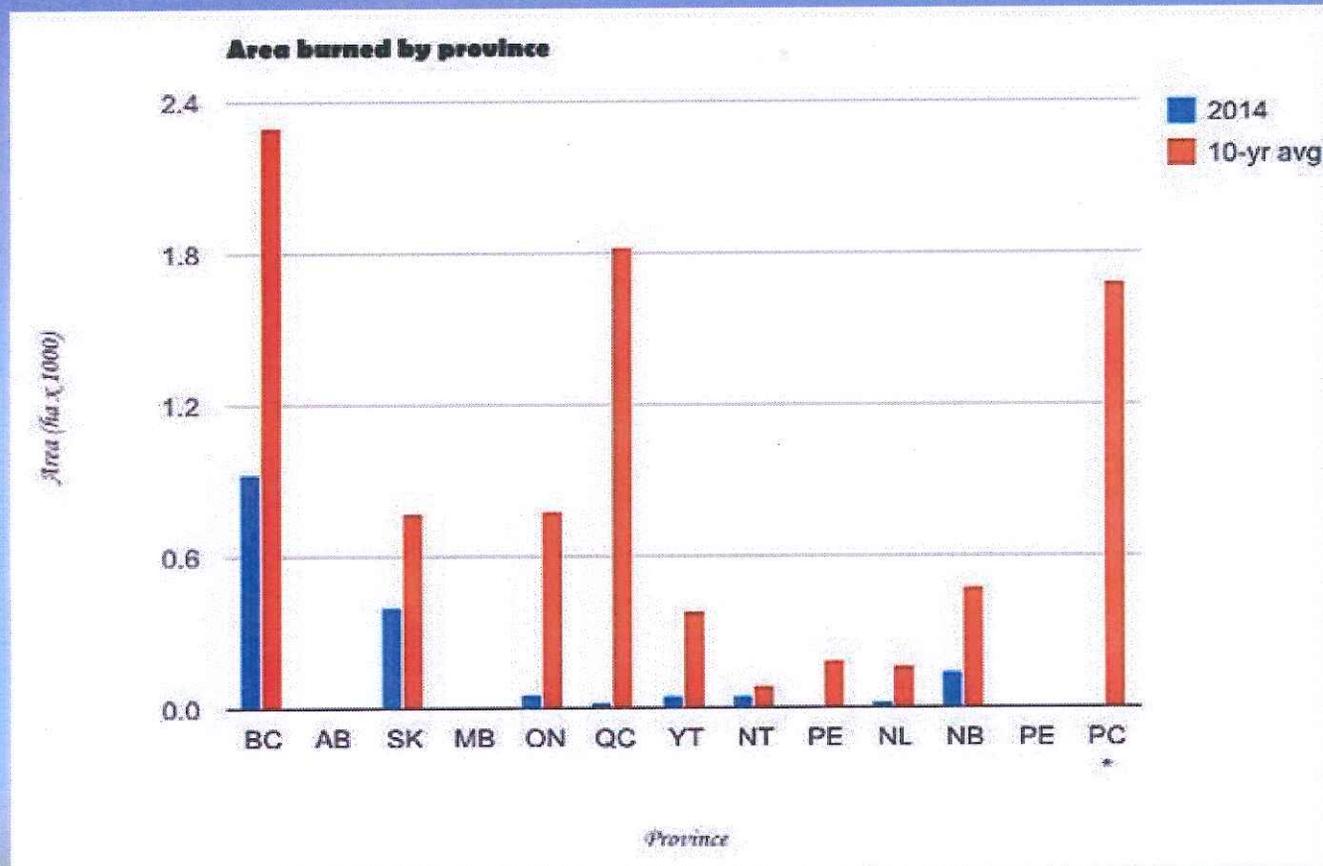
ENSO FORECAST

ENSO-neutral conditions are favoured for the Northern Hemisphere through spring 2014.



There is now considered to be a greater than 65% chance of El Niño conditions developing this summer. An El Niño is most likely to have an effect on late fall and winter conditions in BC.

National Fire Situation Graphs, May 7, 2014



Nationally the area burned is 19% of the 10 year average

Outlook Summary

- Low elevation areas of BC are now mostly snow free.
- At this time, slightly over half of the 267 weather stations used for calculating Fire Weather Index Codes and Indices have been initialized.
- Most models checked are predicting a warmer than normal summer and fall for most of BC.
- Nearly all models reviewed are showing an equal chance of above, near or below precipitation for the province through summer and fall.
- There is now considered to be a greater than 65% chance of El Nino conditions developing this summer.
- An El Nino is most likely to have an effect on late fall and winter conditions in BC. Potentially extending warmer conditions further into the fall and through the winter.



PORT ALBERNI RCMP DETACHMENT MONTHLY REPORT



This report represents the policing activities undertaken by the Port Alberni RCMP Detachment during April 2014. I have included an update on policing activities thus far in 2014 and a comparator to previous years.

During the month of April the Port Alberni Detachment received and responded to 936 calls for service. The following represents some of the calls for services received, investigations undertaken and activities of the RCMP during the month.

- Calls of service continue to show an increase over what was experienced in 2013. However, calls for service are down 2.5% when compared to 2012
- Property crimes within the Detachment area continues to be an issue and concern. During the month of April charges have been laid against a number of individuals for mischiefs, thefts and break and entries. A key to preventing property crime is community action. The implementation of a Block Watch program is underway for the Dickson Road area of Sproat Lake.
- A serious assault which resulted in a stabbing was investigated. Charges have been laid and the matter is currently before the courts.
- Victim Services assisted 32 new clients. 10 clients were related to violence within relationships

One of the mandates of the Port Alberni RCMP is to increase our engagement with First Nation communities. For the most part, this is the responsibility of the Port Alberni Aboriginal Policing Section. During the past month a number of initiatives were undertaken:

- Cst MacLeod produced an infomercial encouraging Tsesahat Band members to contact the RCMP when incidents are occurring
- DARE instruction took place
- Cst Batt has developed a program entitled "Survival Kids" which focusses on outdoor education and survival methods
- A bicycle rodeo was held
- A car seat clinic was held
- Cst Engel has been attending the HaaHuuPayak Schol to read to kindergarten children
- A presentation was made at an Elder Abuse workshop

2014/15 Policing Priorities:

- Crime Reduction:** Reduce the incidents of criminal activity by focussing on offenders. Conduct 1200 curfew checks and reduce thefts by 5% to 1000
- Substance abuse** (alcohol and drugs): Reduce the impact of substance abuse in the community. Complete 300 bar walks, reduce alcohol/drug involvement in files by 5% to 2500
- Youth:** Reduce youth involvement as offenders and victims. Increase diversion files by 10% to 140
- Visibility/engagement:** The RCMP will be active within the community. Complete 30 patrols and attend 20 community events

Detailed Crime - 2014 Year Review

	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Total
Assault	43	50	61	53									207
Relationship Violence	9	9	12	17									47
Thefts	90	65	75	75									305
Break and enter	27	26	24	21									98
Mischief	32	35	42	90									199
Drugs	31	21	29	28									109
Provincial Traffic	62	82	84	81									309
Criminal Code Traffic	16	20	16	16									68
Motor Vehicle Inciden	26	40	22	22									110
Calls for Service	900	852	934	936									3622

6 Year Comparison

	2008	2009	2010	2011	2012	2013	2014	2015	Total
Assault	766	728	628	616	622	512			3872
Relationship Violence	222	175	158	112	140	87			894
Thefts	1508	1288	1159	1077	1124	961			7117
Break and enter	450	325	298	359	251	287			1970
Mischief	738	679	538	555	582	583			3675
Drugs	445	323	257	372	329	331			2057
Provincial Traffic	1212	1199	1211	1150	1042	1112			6926
Criminal Code Traffic	373	359	398	374	354	294			2152
Motor Vehicle Incidents	518	484	406	364	389	360			2521
Calls for Service	14340	12848	12077	12429	11790	11591			75075

2008 – 2013 Average

Assault	645
Relationship Violence	149
Thefts	1186
Break and enter	328
Mischief	612
Drugs	342
Provincial Traffic	1154
Criminal Code Traffic	358
Motor Vehicle Incidents	420
Calls for Service	12512

Insp Mac Richards
OIC Port Alberni Detachment