



The Village of  
**PORT CLEMENTS**  
*"Gateway to the Wilderness"*

36 Cedar Avenue West  
PO Box 198  
Port Clements, BC  
V0T1R0  
OFFICE: 250-557-4295  
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Email: [office@portclements.ca](mailto:office@portclements.ca)  
Web: [www.portclements.ca](http://www.portclements.ca)

**6:00 PM – Public Meeting on Financial Management Plan 2019-2023**

**7:00 p.m. Regular Meeting of Council Monday, May 6<sup>th</sup>, 2019**

**AGENDA**

**1. ADOPT AGENDA**

**2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS**

**3. MINUTES**

M-1 – April 15<sup>th</sup>, 2019 Regular Council Meeting Minutes.

**4. BUSINESS ARISING FROM THE MINUTES & UNFINISHED BUSINESS**

UB-1 – Berry Maze – Wayne Nicol

UB-2 – Street Lighting in Froese Subdivision

**5. ORIGINAL CORRESPONDENCE**

C-1 – Request for Support for "Greenhouse Gas Limits for New Buildings" resolution at UBCM Conference – City of Port Moody

C-2 – Request for Letter of Support to be sent to Province for Graduated Licensing Program for Motorcycles – District of Kitimat

C-3 – Request for Sponsorship – Literacy Haida Gwaii

**6. FINANCE**

F-1—Asset Inventory and Asset Management Investment Plan Report – Urban Systems

**7. GOVERNMENT**

G-1 – Request for Grant for Property Taxes -- Cedarview Community Church

G-2 – "The Financial Plan for the years 2019-2023 - Bylaw No. 450, 2019"

*Recommended Motion:*

*THAT Council does the 1<sup>st</sup> and 2<sup>nd</sup> reading of "The Financial Plan for the years 2019-2023 – Bylaw #450, 2019."*

*THAT Council does the 3<sup>rd</sup> reading of The Financial Plan for the years 2019-2023 – Bylaw #450, 2019."*

G-3 – "The Tax Rates Bylaw No. 451, 2019"

*Recommended Motion:*

*THAT Council does the 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> reading of "The Tax Rates Bylaw No. 451, 2019"*

**8. NEW BUSINESS**

**9. REPORTS & DISCUSSIONS**

**10. ACTION ITEMS**

A-1 – see Action Items list.

**11. QUESTIONS FROM THE PUBLIC & PRESS**

**12. IN-CAMERA**

**As per section 90 (1) of the *Community Charter***  
(c) labour relations or other employee relations;

**13. ADJOURNMENT**

**Written  
correspondence  
received from public  
for feedback on the  
Financial Plan  
2019-2023**

## Ruby Decock

---

**From:** linda berston <lgberston@gmail.com>  
**Sent:** May-01-19 7:57 AM  
**To:** Ruby Decock  
**Subject:** Tax increase

Hello Ruby

After thinking about the information provided on Monday, I am not in favour of a tax increase. I believe the people of the village don't need this extra expense at this time and perhaps it can be put on hold for now.

Linda Berston

Sent from my iPad

Village of Port Clements  
36 Cedar West  
Gamadiis Port Clements, BC  
V0T 1R0

May 2, 2019

Hand delivered to the Village of Port Clements Office.

Ruby Decock, CAO  
Port Clements Village Council

To All Concerned,

I am writing a letter in response to the conversation I had with the Village of Port Clements Administration.

Firstly, I oppose any tax increase for the following reasons. I would like my voice to be heard as a constituent, home owner, resident and tax payer.

Reasons:

1. There is great uncertainty with employment in the forestry sector. Many of our friends and neighbors have been laid off or are under economic uncertainty. I question how in tune council and administration are with their constituents. It's really not a good time.

(Redacted)

RECEIVED  
May 2 2019 @ 12:20pm  
hand delivered  
By Jiro Ooishi

note: page 2 redacted.

(Redacted)

I hope that this will be made into consideration for the 6:00PM meeting Monday May 6, 2019 and at the Council Meeting Scheduled at 7:00PM. 3 of 3.

Regards,

Jay Ooishi

Constituent, Resident of Port Clements.



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**7:00 p.m. Minutes for the Council Meeting held on Monday, April 15<sup>th</sup>, 2019**

**Mayor Doug Daugert**  
**Councillor Kazamir Falconbridge**  
**Councillor Ian Gould**  
**Councillor Brigid Cumming**  
**REGRETS - Councillor Teri Kish**  
**CAO Ruby Decock**

**Present: Pat Johnston, Bev Lore, Maureen Bailey, Joan Hein, Kelly Whitney-Gould, Julia Breese, Wayne Nicol.**

**Meeting called to order at 7:00 PM**

Mayor Daugert: I call to order this meeting of the Council of the Village of Port Clements being held on the traditional territory of the Haida People.

**1. ADOPT AGENDA**

2019-04-74 – Moved by Councillor Cumming, seconded by Councillor Gould

THAT Council adopt the agenda with the addition of C-3 – Tourism Meeting notes and deletion of the second G-2 – Update on Street lights. Recommended motion should be placed under UB-1 – Froese Street Lights.

**CARRIED**

**2. PETITIONS, DELEGATIONS & OPENING OF SEALED TENDERS**

**D-1 – St. Mark's Church – 'St. Mark's Group' Delegation – Presenter Kelly Whitney-Goud**

2019-04-75 – Moved by Councillor Cumming, seconded by Councillor Falconbridge

THAT the Village of Port Clements Council is responsible for economic development in the Village, tourism is part of economic development, that we support re-opening St. Mark's this year (July – September) and will consider hiring a tourism & events coordinator this year.

**CARRIED**

2019-04-76 - Moved by Councillor Gould, seconded by Councillor Falconbridge

That Council directs staff to work with the tourism group to work out the details in their plan.

**CARRIED**

**3. MINUTES**

M-1 – April 4<sup>th</sup>, 2019 Special Council Meeting Minutes

2019-04-77– Moved by Councillor Cumming, seconded by Councillor Falconbridge

THAT Council adopt the April 4<sup>th</sup>, 2019 Special Council Meeting Minutes with the following amendments: add CAO Ruby Decock's name to the list of attendees.

**CARRIED**

#### **4. NEW BUSINESS & Unfinished Business**

##### **UB-1—Froese Street Lights**

2019-04-78—Moved by Councillor Falconbridge seconded by Councillor Cumming

THAT the Council tables update on the street lights for Froese Subdivision road until report is submitted.

**CARRIED**

#### **5. ORIGINAL CORRESPONDENCE**

##### **C-1 – Manzanita Snow – Rabbit Bylaw Request**

2019-04-79—Moved by Councillor Cumming, seconded by Councillor Falconbridge

THAT Council receives the correspondence from Manzanita Snow.

**CARRIED**

2019 -04-80 – Moved by Councillor Gould, seconded by Councillor Falconbridge

THAT Council directs staff to contact the SPCA and the Village of Queen Charlotte about the rabbit issue.

**CARRIED**

##### **C-2 – Northern Capital and Planning Grant News – Province of BC**

2019-04-81—Moved by Falconbridge, seconded by Councillor Cumming

THAT the Council receives the Letter from Minister.

**CARRIED**

##### **C-3 – Tourism Meeting Notes**

2019-04-82—Moved by Cumming, seconded by Councillor Falconbridge

THAT Council receives the Tourism Meeting Notes from the informal meeting on March 29, 2019.

**CARRIED**

#### **6. FINANCE**

##### **F-1 – Report on Investing – CAO Ruby Decock**

2019-04-83—Moved by Gould, seconded by Councillor Cumming

THAT Council receives the report on investing.

**CARRIED**

2019-04-84 – Moved by Councillor Falconbridge, seconded by Councillor Cumming

THAT Council invests the \$2.085 million dollars from the Northern Capital and Planning Grant in the National Bank of Canada's pooled interest savings account offered by the Municipal Finance Authority; and, that the signers for the account be the administrative staff and Mayor (should the Mayor be unable to sign due to absence for 2 weeks then the Deputy Mayor is authorized to sign in their stead); and, that Council directs staff to draft a dedicated reserve fund bylaw for the Northern Capital and Planning Grant.

**CARRIED**

#### **7. GOVERNMENT**

##### **G-1- Paul Turje Proposal – Waste Water Treatment Upgrading Reconnaissance Report**

2019-04-85—Moved by Falconbridge, seconded by Councillor Cumming

THAT Council receives the proposal – Waste Water Treatment Upgrading Reconnaissance Report.



## **CARRIED**

2019-04-86—Moved by Councillor Falconbridge, seconded by Councillor Gould  
THAT whereas the timeline for getting founding is limited and the number of Engineering firms capable of doing the required investigation within that time frame is limited; and, whereas the Engineering firm of P.S. Turje & Associates is familiar with the physical characteristics of our wastewater system and the resources available at this time; therefore, the Council of the Village of Port Clements agrees to waive the purchasing Policy (Policy #3) in awarding of this contract.  
**CARRIED.**

2019-04-87 – Moved by Mayor Daugert, seconded by Councillor Gould.  
THAT the Council of the Village of Port Clements accept the offer of services described in the report titled Waste Water Treatment Upgrading Reconnaissance Report from P.S. Turje & Associates.  
**CARRIED**

### **G-2 – Paul Turje Proposal – Waste Water Treatment Documentation Proposal**

2019-04-88—Moved by Falconbridge, seconded by Councillor Cumming  
THAT Council receives the proposal – Waste Water Treatment Documentation Proposal.  
**CARRIED**

2019-04-89– Moved by Mayor Daugert, seconded by Councillor Falconbridge  
THAT whereas the timeline for getting funding is limited and the number of Engineering firms capable of doing the required investigation within that time frame is limited; and whereas the Engineering firm of P.S. Turje & Associates is familiar with the physical characteristics of our wastewater system and the resources available at this time; Therefore the Council of the Village of Port Clements agrees to waive the purchasing Policy (Policy #3) in the awarding of this contract.  
**CARRIED**

2019-04-90-Moved by Mayor Daugert, seconded by Councillor Falconbridge  
THAT the Council of the Village of Port Clements accept the offer of services described in the report titled Waste Water Treatment Documentation from P.S. Turje & Associates.  
**CARRIED**

## **8. NEW BUSINESS**

### **9. REPORTS & DISCUSSIONS**

**Councillor Falconbridge** – attended budget meeting.

**Councillor Cumming** – attended strategic planning meetings & budget meeting, attended asset management presentation, and Emergency Management Core Training.

**Councillor Gould** – attended asset management plan training and strategic planning/budget meeting.

**Mayor Daugert** – attended strategic planning & budgeting meeting today and attended Emergency Planning CORE training.

**CAO Decock** – Attended the Emergency Preparedness All Island Meeting & visited with Bluetown satellite wifi system at the meeting. Attended Emergency Preparedness BC's CORE training (1<sup>st</sup> course in BC), worked on budgeting and will continue to work on the budgeting. Met with Wildfire BC – identified that they are present on island. Met with Small Craft Harbours and toured our facilities. Alone in the office this week. Attended asset management planning information meeting with Council and Asset management training.

M-1

## 10. ACTION ITEMS

Staff directed to circulate the Sunset Park Management Plan to Council prior to next Council Meeting.

## 11. QUESTIONS FROM THE PUBLIC & PRESS

Pat Johnston – Is there a budget for the beautification fund, for the flower beds?

**Answer:** Yes, there is an increase in the budget to help address beautification such as the flower beds.

Pat Johnston – Any chance on extending the small craft harbour? It would help with Tourism, Logging and limited space issues at the Harbour.

**Answer:** There are no current plans to extend the harbour. This would involve working with Small Craft Harbour to extend their infrastructure, which is a time-consuming process, and it would be costly.

Bev Lore – Could we have a destination tourism tax on-island? It would mostly be aimed at tourists, for example at Airports, etc. Something that can be used to fund local infrastructure, ex. Swimming pool. You see these things on hotel bills when you go off-island.

**Answer:** That is an interesting idea. This has been looked at before but did not go anywhere due to Sandspit Airport being under federal jurisdiction, BC Ferries under provincial jurisdiction and their not being significant support from hotels on-island. The Village can put a hotel tax within our boundaries, but it would generate very little revenue.

Bev Lore – With the North Capital and Planning Grant 2.085 million - are we only investing it and not spending it?

**Answer:** We are investing it while we decide what to spend it on with infrastructure and planning. This way we can collect interest on it. We are also required to do this in the terms of the grant.

Maureen Bailey – With the Intern starting in May would Council consider re-opening the office to the public on Mondays on a permanent base?

**Answer:** It may be considered.

## 12. IN-CAMERA

## 13. ADJOURNMENT

2019-04-91—Moved by Councillor Cumming

THAT Council adjourns the Regular Council Meeting at 9:10 p.m.

**CARRIED**

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Doug Daugert  
Mayor

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Ruby Decock  
CAO



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## REPORT TO COUNCIL

Author: Ruby Decock, CAO & Elizabeth Cumming, Deputy Clerk  
Date: May 2, 2019  
RE: Berry Maze for Sunset Park

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### BACKGROUND:

Wayne Nicol appeared as a delegation to Council at the April 1<sup>st</sup>, Regular Council meeting proposing that a Berry Maze be developed in Sunset Park. Council requested that he provide more information for his proposal for the May 6<sup>th</sup>, Regular Council Meeting.

### DISCUSSION:

As directed by Council, the CAO contacted adjacent property owners to the proposed location of the Berry Maze and received no feedback from them.

While there is a draft Sunset Park Management Plan, Council did not officially approve it. As requested, the CAO provided this draft to Council for review.

No additional information was provided by Wayne Nicol and the information that was provided has missing cost estimates for Rotor Tilling the pathways. Staff has assumed that accessing the Berry Maze would be through the existing trail and not from the main road.

There are two options provided with approximate estimated costs for this project. Option 1 is to develop the maze as a grassy trail and is approximately \$4000 and Option 2 is to develop the maze with a crush gravel trail that is approximately \$25,000.

### CONCLUSION:

There is no approved Sunset Park Management Plan and the existing plan does not consider future development or improvements to the park. The development of the proposed berry patch trail would range from approximately \$4000 to >\$25,000. There appears to be no objections to develop a Berry Maze in Sunset Park, nor does there appear to be any limitations from the OCP or draft Sunset Park Management Plan.

UB-1

**IMPLICATIONS:**


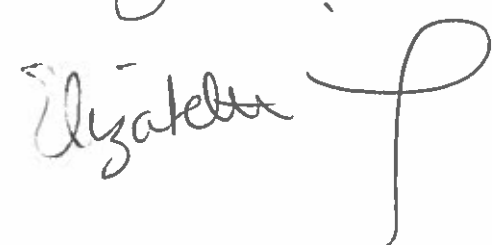
<b>STRATEGIC</b>	<b>(Guiding Documents Relevancy – Strategic Plan, Official Community Plan)</b> This is not identified as a Strategic Priority for 2019.
<b>FINANCIAL</b>	<b>(Corporate Budget Impact)</b> The construction of the Berry Maze has not been budgeted as a project being undertaken in the current Budget. This will increase the capital budget for 2019 if Council decides to proceed with this . This will also increase future costs in park maintenance.
<b>ADMINISTRATIVE</b>	<b>(Policy/Procedure Relevancy, Workload Impact and Consequence)</b> This will increase staff's workload. If intended to occur this year, the budget for this year would need to be revised to include it.

**RECOMMENDATION**

THAT Council requests the additional information and supporting quotes be provided by Mr. Nicol; and

THAT Council hold a public feedback session to hear if the public have any concerns regarding the proposed Berry Maze in Sunset Park.

**Respectfully submitted:**

## **Berry Maze construction plan and approximate costs.**

Size: berry patch is approx. 4000m squared ( approx. 1 acre- 4046m)

approximate pathways half of total area- pathways are to be at least 2.5m wide, to allow for the foliage cover of the berry bushes to extend into the paths, but not to impede foot traffic.

I propose to initially mulch the entire patch, in order to:

1. Make it easier to lay out the maze
2. allow for some gentle landscaping- removing old logs etc- but leave appropriate stumps if any- in order to plant huckleberries atop them.
3. to allow for fresh regrowth of the berry plants to facilitate complete foliage cover within the hedgerows.

### **Process**

1. Mulch entire patch
2. Layout maze
3. Setup central respite area with appropriate shade tree- possibly a cherry tree and a picnic table and bench.
4. Install covered map posts at regular intervals
5. Pathways to either be established as grass pathways, or as ground cloth and crushed rock.  
I feel that the grass pathways would be more in keeping with the "Maze" theme, but would require to be mown a few times a year.  
Gravel paths would be less maintenance, but would be expensive to install.
6. Signage for promotional purposes. However, only to be installed when the maze is established.
  - a. At the Sunset trail head
  - b. On the highway
  - c. At the museum
  - d. At the golden spruce trail
  - e. At St. Marks church

### Approximate Costs

Description	Unit cost	Total Cost
Mulching approx. 10 – 12 hrs	\$100	\$ 1 200
Landscaping work. 8hrs	\$100	\$ 1 000
Maze layout. Volunteer – wayne nicol	0	0
Rototil pathways		
Grass seeding. Volunteer	0	0
Seed and fertilizer	\$1000	\$ 1000
Gravel pathway layout- contractor and 1 labourer	\$130	?
Geo fabric 2000 sq m	\$500/roll	\$ 5 000
Gravel/crush per sq meter- 2000 m required	\$9	\$18 000
Cherry Tree, picnic Table and bench	\$1 000	\$ 1 000
Maze map posts- similar to info posts on sunset trail	?	?
Advertising signage- to be installed at a later date	?	?

# Untitled Map

Write a description for your map.

- Legend**
- berry
  - infinity block
  - m
- UB-1



Google Earth

© 2018 Google  
Images © 2018 DigitalGlobe



## **Sunset Park Management Plan – Draft #4 June 5, 2014**

### **Introduction:**

The original intent was for this park to have minimal impacts on local wildlife in the area. The park consists of a trail set back from the beach, picnic and RV/tent sites, parking and trail access facilities off the road to Justkatla along with a waterfowl/scenic viewing tower near the Yakoun Estuary. Except for danger trees and necessary esthetics as decided by the Village Council, the picnic and RV sites will have minimal clearing done. There will be no removal, except for danger trees or the health of the overall growth of the forest, of conifers in the park, however topping and thinning will be considered at Council's discretion. There are no activities planned for the foreshore. There are no plans to increase the grassy area of the park currently being maintained. Some alders and understory may be removed to improve shoreline views for people enjoying the trail but the intention will be to retain the forested character of the narrow corridor and any work done between the trail and the waterfront will be at Council's specific direction. Hikers should be able to walk along the trail without seeing the road for the majority of the trail.

The vegetation in this area is mainly second-growth cedar, spruce and hemlock with dense stands of alder and brush. This narrow park has a gradient ranging from 4% to 14% between the road and shore and contains grassy knolls as well as a large open field and several semi-open areas. The main elements and characteristics of this area are environmentally interesting tidal shore with an abundance of waterfowl, second growth forest with dense alder along the perimeter, a large open field, several coves along the shoreline, several semi-open areas that offer views of the shore and the remnants of a Culturally Modified Tree (CMT). In the semi-cleared areas we wish to maintain tree-framed views of the inlet and access to the shore at regular intervals.

### **Park Management:**

A map is attached with landmarks and mileage markers to indicate which parts of the park are to be maintained as treeless areas and which are to remain treed areas. In areas marked as treeless, conifers will generally be protected with consideration given to topping and thinning but alders will be controlled. In areas marked as treed, very little trees will be removed unless they are considered dangerous or hamper the enjoyment of the trail. In addition to the overall area designation in the park, the following rules apply to all areas within the park:

1. There will be no cutting of trees or brush between the trail and the beach except by the Village of Port Clements staff and this will be of a very limited nature.
2. There will be no cutting of trees or brush within 10 meters of either side of any creek within the park.

Any decision for tree removal or development outside of this plan's parameters requires discussion at an open Council meeting. Proponents will be required to complete a detailed plan and have it submitted to Council prior to June 1<sup>st</sup> of the year in which work is anticipated. Council will then review the applications, note any concerns or changes and have final approval in place by the end of August.

UB-1



Any work in the park, once approved by Council, is to be done between September 1 and February 29 to avoid impacting wildlife and human enjoyment of the park.

Non-native species means species not native to Haida Gwaii. Non-native species will not be deliberately introduced. Invasive species relates specifically to the 42 species identified in the Forest and Range Practices Act – Invasive Plants Regulations, a copy of which is attached to this management plan. Where possible, actions will be taken to eliminate or reduce the threat of invasive species that may be affecting the diversity of naturally occurring populations. Where non-native species are already established and threaten natural or cultural values, a control program may be undertaken if feasible and practical.

The trails in the Sunset Park are for walking and non-motorized cycling. Motorized vehicles, except when being used for park maintenance, are not allowed on park trails.

The attachments to this plan include:

- Map of Sunset Park
- List of Invasive plants
- Application and liability waiver for consideration for tree or underbrush removal in the park.

UB-1

## **Application for Permission to undertake remedial work in the Sunset Park**

Trees are an asset that adds natural beauty to our surroundings. The Village of Port Clements Council, as part of the Sunset Park Management Plan, recognize the importance of trees in creating the park atmosphere and have therefore implemented a permitting process for the removal of trees within the park. Failure to abide by the conditions set out in this permit can result in civil action and/or fines.

### **Definitions:**

**Tree diameter** means the measurement of the circumference of the trunk of a tree from outside the bark 1 meter above existing grade of the ground adjoining its base. Diameter is the circumference divided by pi (3.1416).

**Pruning** refers to the appropriate removal of not more than one-third of the live branches or limbs of a tree.

**Injury** means injuring or destroying a tree by removing, cutting, girdling or smothering of the tree or roots or the application of chemicals on, around or near the tree, or any other means of damaging a tree whether by accident or design.

THIS APPLICATION IS TO BE SUBMITTED TO THE ADMINISTRATION OFFICE NO LATER THAN JUNE 1 OF THE YEAR IN WHICH THE WORKS ARE TO BE UNDERTAKEN. COUNCIL WILL REVIEW THE APPLICATION AND MAKE ANY RECOMMENDATIONS OR AMENDMENTS WHICH ARE THEN TO BE RETURNED TO THE APPLICANT FOR FINALIZATION. THE APPLICATION WILL BE APPROVED OR DENIED BY THE END OF AUGUST OF THAT YEAR AND THEN WORK CAN BE COMPLETED BETWEEN SEPTEMBER 1 AND FEBRUARY 28. ONCE APPROVAL HAS BEEN GIVEN THE APPLICANT IS STILL OBLIGATE TO ADVISE THE ADMINISTRATION OF THE DATE IN WHICH THE WORK IS TO BE DONE. COUNCIL WILL ASSIGN A STAFF, CONTRACTOR OR VOLUNTEER TO REVIEW THE WORK WHILE IT IS UNDER WAY. IF WORK IS NOT COMPLETED IN THE YEAR IT IS APPROVED THE APPLICANT WILL HAVE TO RE-APPLY THE FOLLOWING YEAR FOLLOWING THE SAME TIMELINE SET OUT ABOVE.

NO WORK IS TO BE UNDERTAKEN OUTSIDE OF THE SEPTEMBER 1 – FEBRUARY 28 WINDOW. NO WORK IS TO TAKE PLACE BETWEEN THE PATH AND THE SHORELINE OR WITHIN 10 METERS OF A CREEK OR WATERWAY WITHOUT EXPRESS PERMISSION BY COUNCIL.

A \$500 REFUNDABLE DAMAGE DEPOSIT MUST ACCOMPANY THIS APPLICATION. THE DAMAGE DEPOSIT WILL BE RETURNED UPON THE WORK AND CLEAN-UP BEING SATISFACTORILY COMPLETED.

UB-1

Name: \_\_\_\_\_

Civic & Legal Address: \_\_\_\_\_ Lot \_\_\_\_\_ Block \_\_\_\_\_ Plan \_\_\_\_\_ Bayview Street

Mailing Address: \_\_\_\_\_

Planned works – please include a basic drawing of the area identifying major features such as the path, shoreline and the approximate placement of the trees you are wishing to remove. Include descriptions such as the number of trees to be removed, placement of the trees, species of trees, whether you plan to thin, top or remove the trees, who you be doing the work (THE VILLAGE OF PORT CLEMENTS REQUIRES THAT A CERTIFIED FALLER BE USED FOR ALL TREES WHOSE DIAMETER EXCEEDS 6"). Please include a copy of the Faller's certification, current status with WCB and liability insurance.

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Proponents are responsible for removing the waste that results from cutting down the tree(s). The site will be approved after the work has been completed. Any unsatisfactory clean-up will be communicated to the proponent and a deadline for completing the work will be given. Failure to clean-up within the timeline given may result in forfeiture of the damage deposit.

**RELEASE OF LIABILITY, WAIVER OF CLAIMS, ASSUMPTION OF RISKS AND INDEMNITY AGREEMENT  
BY SIGNING THIS AGREEMENT YOU WILL WAIVE CERTAIN LEGAL RIGHTS, INCLUDING THE RIGHT TO SUE.**

**PLEASE READ THIS SECTION CAREFULLY!**

In consideration of the Village of Port Clements granting me permission to cut/limb/prune/top trees in the Sunset Park I HEREBY AGREE AS FOLLOWS:

1. TO WAIVE ANY AND ALL CLAIMS that I have or may have in the future against the Village of Port Clements in regards to the work about to be undertaken as explained in this document from any and all liability for any loss, damage, expense or injury including death that I may suffer DUE TO ANY CAUSE WHATSOEVER, INCLUDING NEGLIGENCE, BREACH OF CONTRACT OR BREACH OF STATUTORY OR OTHER DUTY OF CARE ON THE PART OF THE VILLAGE OF PORT CLEMENTS.

UB-1

2. TO HOLD HARMLESS AND INDEMNIFY THE VILLAGE OF PORT CLEMENTS from any and all liability for any damage to property, or personal injury to, any third party that results from the work outlined in this permit.
3. This agreement shall be effective and bind my heirs, next of kin, executors, administrators and representatives.
4. This agreement shall be governed by and interpreted solely in accordance with the laws of the Province of British Columbia and no other jurisdiction.
5. Any litigation involving the parties to this agreement shall be brought solely within the Province of British Columbia and shall be in the exclusive jurisdiction of the Courts of the Province of British Columbia.

**I HAVE READ AND UNDERSTAND THIS AGREEMENT, AND I AM AWARE THAT BY SIGNING THIS AGREEMENT I AM WAIVING CERTAIN LEGAL RIGHTS WHICH I OR MY HIERS, NEXT OF KIN, EXECUTORS, ADMINISTRATORS AND REPRESENTATIVES MAY HAVE AGAINST THE VILLAGE OF PORT CLEMENTS.**

Date: \_\_\_\_\_

\_\_\_\_\_  
Proponent

\_\_\_\_\_  
Witness

Date received by the Village of Port Clements: \_\_\_\_\_

Received by : \_\_\_\_\_

Date reviewed by Council: \_\_\_\_\_

Feedback:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Approved \_\_\_\_\_ OR Declined \_\_\_\_\_ by Council

\_\_\_\_\_  
Council

48-1



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## REPORT TO COUNCIL

**Author:** Ruby Decock, CAO

**Date:** May 2, 2019

**RE:** Street Lighting in Froese Subdivision

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### BACKGROUND:

In 1987, David Froese Sr. approached the Village of Port Clements to subdivide 3 parcels of his property and additionally assist the Ministry of Transportation & Highways (MOTH) by providing highway access directly straight to Bayview Drive. This would straighten out the highway access along Cedar Avenue East & Jasper Street. The plan was to have Bayview Drive carry on straight through to Highway 16.

Although new highway access was a priority for Port Clements in 1991, the Ministry of Transportation & Highways identified this project as #4 or #5 in all their priorities on Haida Gwaii. There was discussion that MOTH's engineering design would be completed by 1993 and the highway constructed during the 1994/95 fiscal year. For some unknown reason, the road was never constructed.

It wasn't until 2000 that 2 parcels of Mr. Froese's property were subdivided into the Froese Subdivision. At this time, the Village had "The Village of Port Clements Subdivision Servicing Bylaw No. 195, 1991" and the "Subdivision Servicing Amendment Bylaw No. 316, 2001." Bylaw No. 195 does address streetlighting:

#### 5.7 Streetlighting

In all subdivisions and developments where a streetlighting system is required, each shall be located, constructed and otherwise meet the standards found in Schedules "A" and "B" which are attached to and form part of this Bylaw.

In Schedule A section A.4, there is a requirement to submit drawings which require to show the "underground wiring and ornamental street lighting." The subdivision plan drawings dated July 30, 1991 does not identify street lighting.

In Schedule B – Levels of works and Services, section 4. Street Lighting, it is a requirement that Hydro Pole is Mounted for this subdivision; however there was no pole or lighting installed.

UB-2

The subdivision plan was filed in 2000. Council at that time made the following motion

“Moved and seconded that the Village approve of the proposed subdivision blocks 18-19, Plan 9410 as presented by David Froese. CARRIED”.

#### **DISCUSSION:**

In 2019, a resident in the Froese Subdivision requested street lighting for the Froese Subdivision Road. Upon reviewing the road, staff concluded that there were no street lights previously erected because the street lights on the adjacent Cedar Avenue East Road were bright enough to light up the Froese Subdivision Road. However, property owners have planted trees along their property lines adjacent to Cedar Avenue East and these trees now block or reduce the amount of light infiltrating onto Froese Subdivision Road.

To determine if Froese Subdivision Road was the Village's, Staff had to investigate the history of the subdivision. Aside from the motion to approve the Froese Subdivision, there is no documentation about the subdivision between 1999 – 2002. Therefore, by Council approving the subdivision, requirements of Bylaw #195, they absolved Mr. Froese of his requirements for street lighting when he deposited the subdivision with Land Titles and Survey Authority because under the Land Title Act (active since 1996), section 107 1 a & c states that a 'deposit of a subdivision' results in the 'immediate and conclusive dedication by the owner to the public of that portion of land shown as a highway...'. Legal counsel concluded that the Froese Subdivision road and the laneway in the plan are now identified as a municipal highways as per section 35 (1) of the *Community Charter* because the properties sold are not incorporated into a strata corporation, the road is not considered an access road/common property of the strata (ie. owned by the property owners adjacent to the road).

There are two options for installing street lights:

***Option 1: Lamp Posts with underground conduit wiring & Cement mounted posts.***



Requirements for option: 3 lamp posts with cement, labour, electrician, labour and hydro connection fees is approximately \$17,500 plus shipping. These are estimates and the Master Municipal Construction Document would need to be referred to for construction and install of such light fixtures.

UB-2

**Option 2 – Install BC Hydro poles with above ground hydro**

Requirements for option: hydro connection and electrician costs. Approximate cost ranges from \$2200 for install with poles & lights provided by BC Hydro to >\$6000 per pole if privately installing hydro poles & lights.

There is some discrepancy on this cost. Staff contacted BC Hydro planning department and was informed that they only deal with the hydro connection and the Village was responsible to hire an electrician who would make all the arrangements with purchasing the poles and light fixtures. However, when staff contacted the BC Hydro Community Relations department which deals with this, staff was informed that BC Hydro does retain ownership of the poles and lights, but the Village is responsible for all other costs for install. BC Hydro has been slow to respond to emails from staff because there is a province wide shortage of planners in their planning department. Clarification is still needed from the planning department.

**CONCLUSION:**

There are no street lights installed on Froese Subdivision Road, which is owned by the Village of Port Clements. Installing these street lights will cost approximately \$2200 - >\$17,500 (plus shipping).

**IMPLICATIONS:**

**STRATEGIC (Guiding Documents Relevancy – Strategic Plan, Official Community Plan)**

This has no impact on any plans. It is one of the capital projects that Council has budgeted for completing in 2019.

**FINANCIAL (Corporate Budget Impact)**

This could cost up to \$20,000 depending on which method Council wishes to proceed with. It still requires additional clarification from BC Hydro.

**ADMINISTRATIVE (Policy/Procedure Relevancy, Workload Impact and Consequence)**

This will require staff to put out a Request for Proposal and construct contract with deliverables. If Option 1 is selected. Option 2 requires more time to investigate the true costs.

**STAFF RECOMMENDATIONS:**

Staff recommends that Council install overhead lights with BC Hydro with BC Hydro owning the power poles and light fixtures and if the option is not available, permit Staff to determine the next best alternative and install the lights.

**Respectfully submitted:**



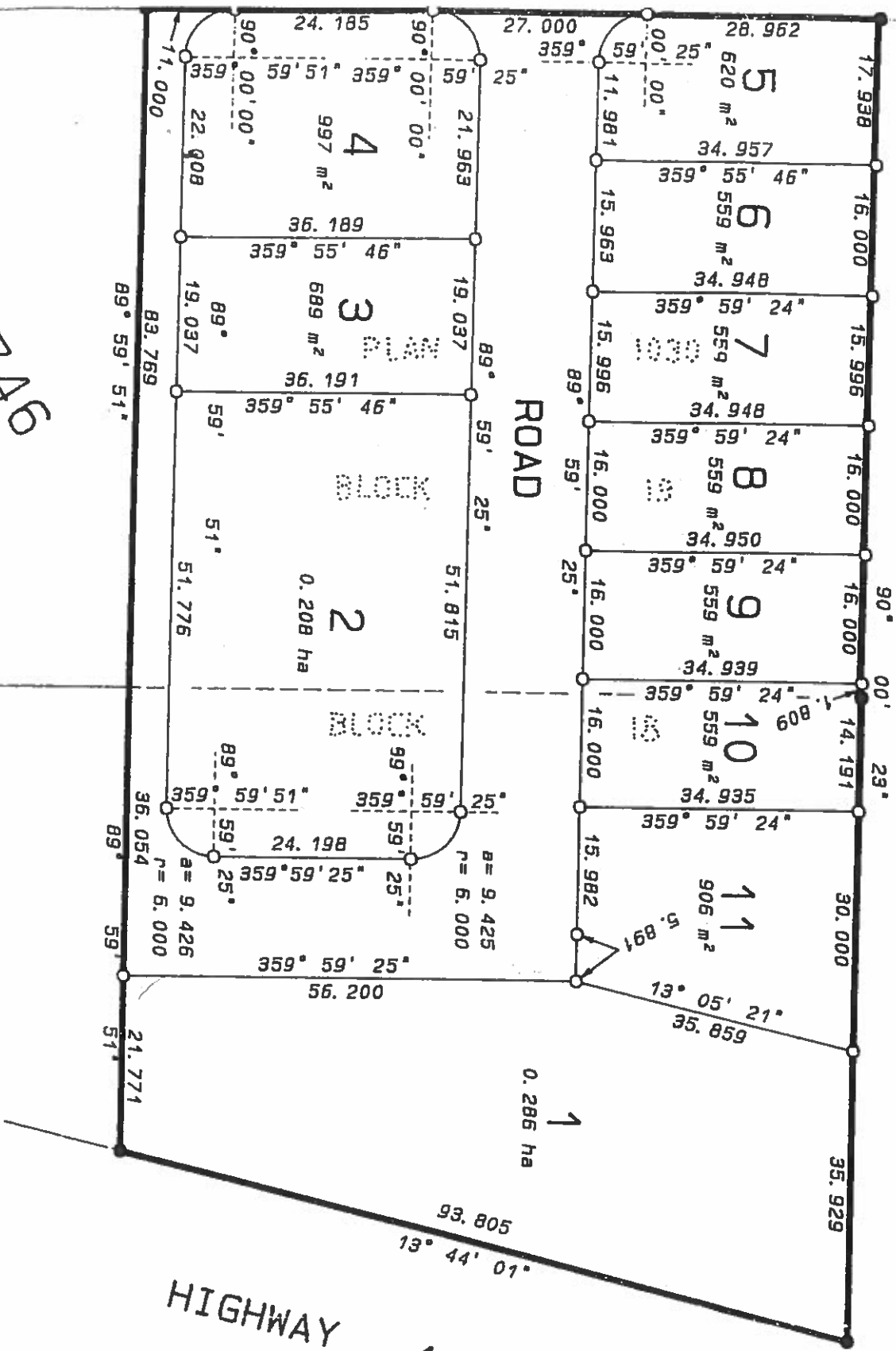
Attachments: Plan 45496 Froese Subdivision.

PLAN 1079

CEDAR AVENUE EAST

Plan No.  
PRP 45496.

UB-2



HIGHWAY 16 PLAN 9410

REGISTERED OM

DAVID EDWARD

746

17



## Elizabeth Cumming

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**From:** Tracey Takahashi <TTakahashi@portmoody.ca>  
**Sent:** March-27-19 2:17 PM  
**Cc:** Tracey Takahashi  
**Subject:** City of Port Moody Resolution Regarding Greenhouse Gas Limits for New Buildings  
**Attachments:** Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings.pdf

Good afternoon,

At the Regular Council Meeting held on March 12, 2019, City of Port Moody Council considered the attached report dated February 26, 2019 from the Climate Action Committee regarding Greenhouse Gas Limits for New Buildings and passed the following resolution:

RC19/116

THAT the following resolution regarding Greenhouse Gas Limits for New Buildings be submitted to the Lower Mainland Local Government Association, for subsequent submission to the Union of BC Municipalities, as recommended in the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings:

WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;

AND WHEREAS the *British Columbia Energy Step Code* establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;

AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;

AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;

THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the *British Columbia Building Code*, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;

AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032";

AND THAT a request be sent to local governments in British Columbia for staff to advise their Councils to support the City of Port Moody's forthcoming resolution "Greenhouse Gas Limits for New Buildings" at the Lower Mainland Local Government Association conference on May 8-10, 2019 and the Union of BC Municipalities conference on September 23-27, 2019.

City of Port Moody Council is asking all municipalities in BC to support the forthcoming resolution at the Lower Mainland Local Government Association conference to be held on May 8-10, 2019 and at the Union of BC Municipalities conference to be held on September 23-27, 2019.

Thank you.

**Tracey Takahashi, CMC**  
**Deputy Corporate Officer, City of Port Moody**  
604-469-4539 (t) 604-364-7520 (c) 604-469-4550 (f)  
[ttakahashi@portmoody.ca](mailto:ttakahashi@portmoody.ca) | [www.portmoody.ca](http://www.portmoody.ca)

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# City of Port Moody

## Report/Recommendation to Council

Date: February 26, 2019

File No. 01-0360-20-55-00

Submitted by: Climate Action Committee

Subject: Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

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### Purpose / Introduction

To bring forward a Union of British Columbia Municipalities resolution regarding greenhouse gas limits for new buildings and seek Council endorsement to advance the resolution to the Lower Mainland Local Government Association (LMLGA) and the Union of British Columbia Municipalities (UBCM) for consideration, as recommended by the Climate Action Committee.

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### Recommended Resolutions

**THAT the following resolution regarding Greenhouse Gas Limits for New Buildings be submitted to the Lower Mainland Local Government Association, for subsequent submission to the Union of BC Municipalities, as recommended in the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings:**

**WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;**

**AND WHEREAS the British Columbia Energy Step Code establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;**

**AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;**

**AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;**

C-1

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Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

February 26, 2019

**THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the British Columbia Building Code, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;**

**AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032";**

**AND THAT a request be sent to local governments in British Columbia for staff to advise their Councils to support the City of Port Moody's forthcoming resolution "Greenhouse Gas Limits for New Buildings" at the Lower Mainland Local Government Association conference on May 8-10, 2019 and the Union of BC Municipalities conference on September 23-27, 2019.**

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## Executive Summary

The Province of British Columbia (BC) has committed to reducing greenhouse gas (GHG) emissions by at least 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. In BC, most GHG emissions come from creating and using energy. Major energy-related sources of GHG emissions include transportation, such as driving cars, and stationary combustion sources, such as heating buildings.

New buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable low-carbon energy solutions after construction. The sooner new buildings achieve near zero emissions, the fewer buildings there will be that require costly and challenging deep energy retrofits to achieve GHG reduction targets.

While the BC Energy Step Code establishes a provincial framework for reducing energy use in new buildings, it does not explicitly address GHG emissions from buildings. As buildings represent up to half of GHG emissions at the community level, there is a need to develop an effective policy framework to achieve emissions reductions.

The Climate Action Committee recommends advancing a resolution to the LMLGA and subsequently to the UBCM, calling on the Province to mandate GHG limits for new buildings as an enforceable element of Division B of the British Columbia Building Code (BCBC). The resolution also asks that the provincial goal in the CleanBC Plan "to make every new building constructed in BC net-zero energy ready by 2032" be revised to "make every new building constructed in BC net-zero energy ready and zero emissions by 2032".

As the proposed resolution will support other BC communities in achieving GHG emissions reductions, the Climate Action Committee further recommends that local government staff in BC be requested to advise their Councils to support the City of Port Moody's forthcoming resolution

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**Report/Recommendation to Council**

Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

February 26, 2019

"Greenhouse Gas Limits for New Buildings" at the LMLGA May 8-10, 2019 and UBCM September 23-27, 2019 conferences.

**Background**

At the February 25, 2019 Climate Action Committee meeting, staff provided a presentation on the BC Energy Step Code (Step Code), including an overview of GHG emissions modelling in relation to the Step Code, how greenhouse gas intensity (GHGI) is calculated, the reasoning for focusing on GHGs in new buildings, and introduced the proposed UBCM resolution (**Attachment 1**).

After the staff presentation, the Climate Action Committee passed a resolution in support of the proposed UBCM resolution and seeking support from other municipalities. This resolution is included as the recommended resolution in this report.

**Discussion**Climate Change and Greenhouse Gas Emissions

In October of 2018, the Intergovernmental Panel on Climate Change (IPCC) published a special report on the impacts of global warming of 1.5°C<sup>1</sup> above pre-industrial levels and related global greenhouse gas emission pathways. The report states that human activities are estimated to have caused approximately 1.0°C of global warming above pre-industrial levels and that global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate. Global warming reflecting current nationally stated mitigation goals until 2030 is estimated to result in global warming of about 3°C by 2100, with warming continuing afterwards due to past and ongoing emissions.

Impacts on natural and human systems from global warming have already been observed as many land and ocean ecosystems and some of the services they provide have already changed due to global warming. In addition, climate-related risks to health, livelihoods, food security, water supply, and economic growth are projected to increase with global warming of 1.5°C and increase further with 2°C and 3°C (**Attachment 2**).

Warming from anthropogenic emissions from the pre-industrial period to the present will persist for centuries to millennia and will continue to cause further long-term changes in the climate system, such as sea level rise. The IPCC special report states that reaching and sustaining net zero global anthropogenic CO<sub>2</sub> emissions is necessary to halt anthropogenic global warming on multi-decadal time scales.

The IPCC advises that pathways limiting global warming to 1.5°C would require rapid and far-reaching transitions in energy, land, urban, and infrastructure, including transportation and buildings, and industrial systems in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century.

<sup>1</sup> [https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15\\_SPM\\_version\\_stand\\_alone\\_LR.pdf](https://www.ipcc.ch/site/assets/uploads/sites/2/2018/07/SR15_SPM_version_stand_alone_LR.pdf)

**Report/Recommendation to Council****Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings**

February 26, 2019

Provincial Goals

The Province has committed to reducing GHG emissions by at least 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050. In BC, most GHG emissions come from creating and using energy. Major energy-related sources of GHG emissions include transportation, such as driving cars, and stationary combustion sources, such as heating buildings.

Building-related emissions account for almost half of community GHG emissions in most of B.C. As such, reducing building-related emissions can have a significant impact on meeting provincial and community GHG emissions reduction targets.

New buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable low-carbon energy solutions after construction. The sooner new buildings achieve near zero emissions, the fewer buildings there will be that require costly and challenging deep energy retrofits to achieve GHG reduction targets. Low-carbon mechanical systems that provide space heating, cooling, and domestic hot water heating are available in the market today for all of BC's climate and building needs. Most low-carbon energy systems can be cost-effectively incorporated into new buildings.

The BC Energy Step Code

The BC Energy Step Code was introduced in April 2017 as a voluntary energy-efficiency standard in the *British Columbia Building Code (BCBC)*. As an optional compliance path within the *BCBC*, any builder can choose to build to the requirements of the Step Code, and local governments can implement bylaws or policies that require compliance with the Step Code. To comply, builders must use energy modelling software and on-site testing to demonstrate that both their design and the constructed building meet the energy efficiency requirements of the Step Code. The Step Code establishes targets for increasing energy efficiency of new construction, but does not explicitly address GHG emissions.

Greenhouse Gas Emissions in BC Buildings

Rapidly reducing GHG emissions is an important objective for BC and local governments to reach GHG emission reduction targets consistent with the science of climate change. While Step Code establishes a framework for reducing energy use in new buildings, it does not explicitly address GHG emissions from buildings.

There are many examples of buildings constructed throughout the region using a variety of low-carbon heating and cooling systems. These include air source heat pumps, ground source heat pumps, waste heat recovery systems, biomass systems, and solar collectors. There are multiple options for most building types including single-family, multi-family and commercial buildings, including building-scale and district energy systems. These systems are cost-competitive with more carbon-intensive systems, and can be reliably designed, installed, and operated.

The City of Vancouver has requirements to limit GHG emissions in new buildings, and a number of other local governments have introduced Step Code policies that include a low-carbon energy system option with a lower step (including Surrey, Richmond, Burnaby, New Westminster, and

**Report/Recommendation to Council**

Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

February 26, 2019

the Township of Langley), while others are considering a similar approach. This low-carbon system “option” approach may result in more low-carbon buildings, but GHG reduction is not guaranteed, and a more rigorous and standardized approach is needed.

In order to better understand the relationship between energy efficiency performance and GHG emissions, as well as policy options, the Provincial Ministry of Housing and Affairs is commissioning a study to explore the range of possible GHG emission reductions in new buildings at each step of the Step Code in relation to common and/or emerging energy systems in buildings, and to provide policy options on how to optimize GHG emission reductions from new buildings.

CleanBC Plan

CleanBC, released in December 2018, outlines the Province’s plan for a more prosperous, balanced, and sustainable future. CleanBC includes a target for GHG reduction for buildings of 40% by 2030, and notes the need for further electrification of buildings and support of low-carbon approaches. The CleanBC plan also recognizes the benefits of living and working in greener buildings, like greater comfort, lower energy use, and better air quality – both indoors and in communities. The plan establishes a goal to make every new building constructed in BC net-zero energy ready by 2032.

However, CleanBC does not specifically outline a policy pathway to achieve the 40% target, nor state a long-term goal of zero-carbon buildings. Therefore, policies and regulations that achieve GHG reduction as well as energy efficiency are consistent with both provincial and local government interests.

Encouraging Zero-Carbon Buildings

Although population growth in Port Moody has been moderate in the past, the number of development applications has increased with the addition of the Evergreen Line extension in recent years, making Port Moody an attractive and accessible location. With minimal opportunity for new development, redevelopment has become the focus. As redevelopment in Port Moody continues to grow, an opportunity exists to reduce community GHG emissions by ensuring replacement buildings are equipped with low-carbon solutions.

There is no current governing plan or policy that outlines Port Moody’s targets or commitments to building-related emissions reduction. Local governments in BC are required through the *Green Communities Statutes Amendment Act* (Bill 27) to include targets, policies, and actions for the reduction of GHG emissions in their Official Community Plans (OCP). Both the OCP and the Master Transportation Plan (MTP) refer to a community emissions database that is outdated, as well as an interim GHG reduction target of 10% below 2007 levels by 2017, that is past due.

The City has identified a number of climate action goals and initiatives in the OCP that signal Council’s commitment to a low-carbon building stock, outlined in **Attachment 3**.

**Report/Recommendation to Council**

Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings  
February 26, 2019

Port Moody continues to show support for zero-carbon buildings by encouraging and prioritizing low-carbon development applications using the Sustainability Report Card, exploring early adoption of the Step Code, and leading by example through investments in energy efficient upgrades to civic facilities.

Clear direction and leadership in climate policy will strengthen Port Moody's local green economy, and contribute to reaching climate change goals.

**Next Steps**

The Climate Action Committee is recommending to advance a resolution to the LMLGA and subsequently to UBCM, calling on the Province to mandate GHG limits for new buildings as an enforceable element of Division B of the *British Columbia Building Code*. The resolution also asks that the provincial goal in the CleanBC Plan "to make every new building constructed in BC net-zero energy ready by 2032" be revised to "make every new building constructed in BC net-zero energy ready and zero emissions by 2032".

As the proposed resolution will support other BC communities in achieving GHG emissions reductions, the Climate Action Committee recommends that local government staff in BC be requested to advise their Councils to support the City of Port Moody's forthcoming resolution "Greenhouse Gas Limits for New Buildings" at upcoming 2019 LMLGA and UBCM conferences.

**Other Options**

THAT the report dated February 26, 2019 from the Climate Action Committee regarding Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings be received for information.

**Financial Implications**

There are no financial implications associated with the recommendations in this report.

**Communications and Civic Engagement**

No communications or civic engagement initiatives are required by the recommendations in this report.

**Council Strategic Plan Objectives**

Advancing the UBCM resolution regarding GHG limits in new buildings is consistent with the strategic outcomes in the areas of Community Planning and Preserving the Environment identified in the 2015-2018 Council Strategic Plan.

**Attachments:**

1. UBCM Resolution Regarding GHG Limits in New Buildings.
2. Global Warming Impacts Based on the IPCC Special Report.
3. OCP Policies to Support Zero-Emission New Buildings.



**Report/Recommendation to Council**

Union of BC Municipalities Resolution – Greenhouse Gas Limits for New Buildings

February 26, 2019

**Prepared by:**



Councillor Meghan Lahti  
Chair

**UBCM Resolution**

**Greenhouse Gas (GHG) limits in the  
British Columbia Building Code**

City of Port Moody

WHEREAS climate change is recognized to be an urgent concern requiring rapid decarbonization of energy across all sectors, including buildings, in order to achieve 45% GHG emissions reductions by 2030 and net-zero GHG emissions by mid-century, as noted by the IPCC Special Report on 1.5C;

AND WHEREAS the *British Columbia Energy Step Code* establishes targets for increasing energy efficiency of new construction, but these may not result in the necessary levels of GHG emissions reductions to support local government GHG reduction targets nor BC's legislated GHG emissions reduction targets;

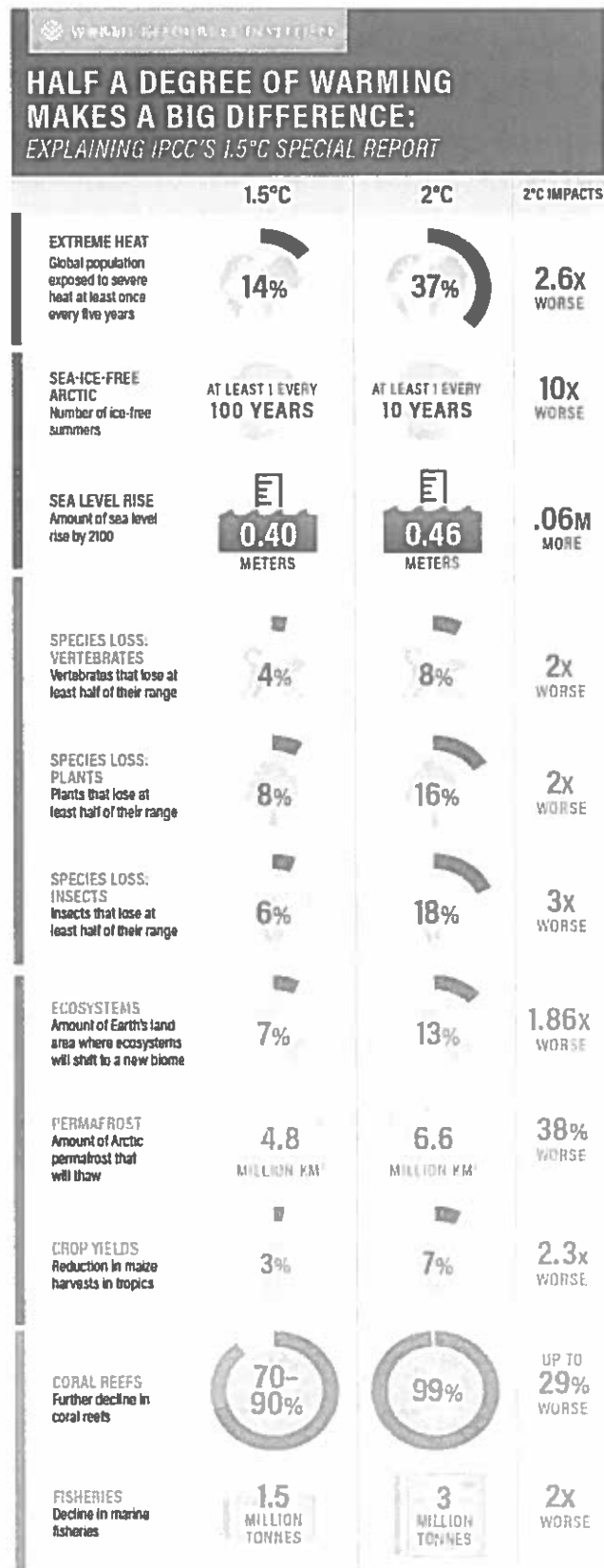
AND WHEREAS new buildings can last for many decades and are difficult, expensive, and disruptive to retrofit for renewable energy after construction;

AND WHEREAS near-zero GHG emissions mechanical systems are well proven and can be cost-effectively incorporated in new buildings, while also improving efficiency;

THEREFORE BE IT RESOLVED THAT the Province include GHG limits for new construction as an enforceable element in Division B of the British Columbia Building Code, including a pathway to achieve zero GHG emissions for new construction in a timeline commensurate with the science of climate change and BC's reduction targets;

AND BE IT FURTHER RESOLVED THAT the Province's goal in the CleanBC Plan to "make every new building constructed in BC "net-zero energy ready" by 2032" be revised to "make every new building constructed in BC "zero emissions" and "net-zero energy ready" by 2032".

## Attachment 2 – Global Warming Impacts based on the IPCC Special Report



**Attachment 3 – OCP Policies to Support Zero-Emission New Buildings**

**Chapter 5 – Sustainable Resource Use and Climate Change Response**

3. The City will develop a Community-wide Sustainable Building Policy to encourage the renovation of existing buildings and the creation of new development that meets a high standard of sustainable building performance with features that may include but are not limited to:

- (d) Passive building systems;
- (e) Energy efficiency technology;
- (f) On-site renewable energy technology;
- (g) District renewable energy systems;

5. The City will develop, implement and regularly update a community GHG and energy management plan as a means to plan for an energy-wise and low-carbon future where energy demand is reduced and needs are met through sustainable practices through the community and by sustainable energy systems (e.g., renewable, affordable, reliant, efficient, etc.).

10. The City will encourage the planning, design and construction of efficient neighbourhoods and buildings to minimize resource consumption, increase use of renewable resources, increase alternative modes of transportation, reduce greenhouse gas emissions and prepare for climate change.

11. The City will encourage local low carbon energy systems, including district energy, as part of larger developments and within areas expected to experience significant redevelopment.

12. The City will encourage sustainable project development by applying the Sustainability Checklist, including energy considerations, to assess the relative strengths of a development proposal from a sustainability perspective and encourage the most sustainable project possible.

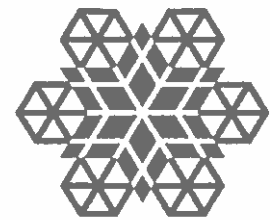
14. To encourage strong energy performance, the City will consider incentives for developers including variances, density bonusing, modified/alternative development standards or other appropriate mechanisms available under the Local Government Act.

15. The City will work to provide information to local developers, builders and homeowners about energy efficient building practices and available incentives and funding programs.

March 25, 2019

Dear Mayor and Council

VIA EMAIL



**KITIMAT**

District of Kitimat  
270 City Centre  
Kitimat, British Columbia  
Canada V8C 2H7

Phone 250 632 8900  
Fax 250 632 4995

On March 3, 2005, a motorcycle accident occurred that would forever change the life of Ms. Denise Lodge. Her 21-year old son Corey bought his first motorcycle, a high speed 1000cc racing sport bike. He wrote his learners license on the same day. In less than 24 hours he was involved in a fatal accident on the Malahat Highway. Unable to navigate the turn, the worst possible outcome was realized.

From this fateful event grew a movement affectionately known as The Coalition of Riders Educating Youth (C.O.R.E.Y). This alliance was organized by a mother who vowed to change an outdated system of motorcycle laws in an effort to advance motorcycle safety initiatives. Over the past 14 years C.O.R.E.Y has been working with the Government asking for them to give New Riders the Skills to have a safe ride.

In 2016, C.O.R.E.Y started working with the RCMP and RoadSafetyBC, presenting to over 7,900 Grade 9 – 12 high school students in Northern and Central BC. The interactive discussion brings full awareness of motorcycles to the new drivers as half of the deaths occur because the driver of the other vehicle does not see the motorcyclist. To further highlight the need of this program a recent statistic from the coroner indicates that there were thirty (30) motorcyclist deaths from January to July 2018. This is a 114% increase over the number of motorcyclist deaths occurring from January to July 2017.

At the 2016 UBCM Conference the following resolution was submitted by the District, and adopted by the North Central Local Government Association at the conference in Dawson Creek. Due to time constraints the resolution was not considered by the UBCM membership; however, it was endorsed post-conference by the UBCM Community Safety Committee:

Graduated Licensing for Motorcycles

DISTRICT OF KITIMAT

**WHEREAS** many changes and improvements have occurred regarding the operation of motorcycles including: increased fines for dangerous behavior while riding, mandatory approved helmet laws, and new seating regulations which require that the passenger's feet must remain on the foot pegs to prevent children who are too small from riding as passengers;

**AND WHEREAS** motorcycles make up three per cent of BC's insured vehicles, yet they are involved in approximately eleven per cent of all road fatalities:

**THEREFORE BE IT RESOLVED** that the Provincial Government implement the final phase of the graduated licensing program for motorcycles including power restrictions and mandatory training.

C-2

As the program has not yet been implemented, The District of Kitimat Mayor and Council are requesting letters of support be written to the Province to finalize and implement the Graduated Licensing Program for Motorcycles (GLP-M), including Power Restrictions and Mandatory Training.

We ask that letters of support be forwarded to:

Honourable Mike Farnworth, MLA  
[pssg.minister@gov.bc.ca](mailto:pssg.minister@gov.bc.ca)

CoreySafe Society  
[coreysafe@outlook.com](mailto:coreysafe@outlook.com)

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip Germuth". The signature is fluid and cursive, with the first name "Phillip" being more prominent than the last name "Germuth".

Mayor Phillip Germuth  
District of Kitimat