

**VILLAGE OF PEMBERTON
-REGULAR COUNCIL MEETING AGENDA-**

Agenda for the **Regular Meeting** of Council of the Village of Pemberton to be held Tuesday, January 22, 2019 at 5:30 p.m. in Council Chambers, 7400 Prospect Street. This is Meeting No. 1485.

"This meeting is being recorded on audio tape for minute-taking purposes as authorized by the Village of Pemberton Audio recording of Meetings Policy dated September 14, 2010."

Item of Business	Page No.
1. CALL TO ORDER	
In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.	
2. APPROVAL OF AGENDA	1
Recommendation: THAT the Agenda be approved as presented.	
3. RISE WITH REPORT FROM IN CAMERA (CLOSED)	
4. ADOPTION OF MINUTES	
a) Regular Council Meeting No. 1483, Tuesday, December 11, 2018.	5
Recommendation: THAT the minutes of Regular Council Meeting No. 1483, held Tuesday, December 11, 2018, be adopted as circulated.	
b) Special Council Meeting No. 1484, Thursday, December 13, 2018	14
Recommendation: THAT the minutes of Special Council Meeting No. 1484, held Thursday, December 13, 2018, be adopted as circulated.	
5. BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING	
6. BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE	
7. COMMITTEE MINUTES - FOR INFORMATION	
a) Community Committees	
i. Meeting Minutes, Tourism Pemberton Meeting, December 12, 2018	16
Recommendation: THAT the draft minutes of the Tourism Pemberton meeting held on Wednesday, December 12, 2018 be received.	
8. DELEGATIONS	
9. REPORTS	
a) Office of the Chief Administrative Officer	
i. CAO Verbal Report	
ii. Community, Culture and Recreation Infrastructure Funding Application Soccer Field and Amenity Building Proposal	18

Recommendation #1: THAT Council support an application to the Community, Culture and Recreation Fund for the development of a FIFA regulation-sized soccer field and amenity building for up to \$4,225,000.

AND THAT Council allocate \$238,275 from Park Development Cost Charges (DCCs) and \$505,214 through long-term debenture borrowing.

Recommendation #2: THAT Council send correspondence to the SLRD Electoral Area C Director requesting a matching contribution toward the amount that the Village is required to match through the funding program.

iii. Rural and Northern Communities Funding Application Lot 13 Park and Ride 25

Recommendation: THAT Council support an application to the Rural and Northern Development Infrastructure Program for the development of a park'n'ride facility for up to \$1.3 million dollars.

iv. Emergency Operations Centre Funding Application 31

Recommendation: THAT Council support an application to UBCM's Emergency Operations Centres Grant program for up to \$25,000 to improve the Village's Emergency Operations Centre.

AND THAT Council approve \$2,045 to be included in the 2019 Emergency Management budget.

b) Operations & Development Services

i. Ride Hailing Services (i.e. Uber) Submission 34

Recommendations: THAT Council gives direction to Staff on the request for input from the all-party Select Standing Committee on Crown Corporations invitation to comment on the following aspects of transportation network services (ride hailing or ridesharing) regulations, based on the Staff recommendations laid out in this report:

1. *What criteria should be considered when establishing boundaries?*

Criteria on the establishment of boundaries for rural and small communities should be less geographically stringent than that used for urban (metropolitan) areas in order to facilitate the economic feasibility and the sheer availability of transportation network services in currently underserved areas such as Pemberton.

2. *How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board's current public convenience and necessity regime as it pertains to transportation network services?*

The *public convenience and necessity regime* does not serve to adequately ensure supply based on consumer demand, in particular in small and rural areas. Regulations should serve the public first and foremost, by facilitating the delivery of safe and more sustainable transportation options for consumers.

3. *What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?*

Price and fare should be determined on a market supply and demand basis which will allow those interested in working in this area to be adequately compensated.

4. *What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?*

The Village of Pemberton supports the intention to require a Class 4 (Restricted) licence in order to ensure safety is an ultimate priority.

c) MAYOR'S Report

d) COUNCILLORS' Reports

10. BYLAWS

- | | |
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| a) Bylaws for First, Second and Third Readings | 44 |
| i. Village of Pemberton Tax Exemption (Pemberton Childcare Society) Bylaw No. 850, 2019 | |
| ii. Village of Pemberton Tax Exemption (Pemberton Lions Activities Society) Bylaw No. 851, 2019 | |
| iii. Village of Pemberton Tax Exemption (Pemberton Community Church) Bylaw No. 852, 2019 | |
| iv. Village of Pemberton Tax Exemption (Pemberton Legion) Bylaw No. 853, 2019 | |

11. CORRESPONDENCE

a) For Action

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| i. Honourable Rob Fleming, Minister of Education, dated January 7, 2019, announcing the opening of nominations for the 2019 premier's Awards for Excellence in Education. | 56 |
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Recommendation: THAT Council provide direction.

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| ii. Cheeying Ho, Executive Director, Whistler Centre for Sustainability, dated January 10, 2019, requesting \$2,000 in funding for 2019 support of the Squamish-Lillooet Regional District Food Task Force. | 59 |
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Recommendation: THAT Council provide direction.

b) For Information

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|---|-----------|
| i. Olivier Grüter-Andrew, President and CEO, E-Comm, Emergency Communications for British Columbia Incorporated, dated November 30, 2018, extending congratulations to Council on their election to office and inviting Council for a tour of the E-Comm facility. | 64 |
| ii. Pamela Goldsmith-Jones, M.P., West Vancouver-Sunshine Coast-Sea to Sky Country, addressed to Gilles Valade, Executive Director, Avalanche Canada, dated December 7, 2018, extending congratulations on achieving a \$25 | 65 |

million endowment.

- iii. Andrew Gage, Staff Lawyer, West Coast Environmental Law, dated December 7, 2018, enclosing correspondence dated January 25, 2017, and requesting that the Village take action to protect the community and tax payers from the impacts and costs of climate change. 66
- iv. Pamela Goldsmith-Jones, M.P., West Vancouver-Sunshine Coast-Sea to Sky Country, addressed to the Honourable Navdeep Bains, Minister of Innovation, Science and Economic Development, dated December 17, 2018, expressing gratitude for the success of the Connect to Innovate program. 73
- v. Pamela Goldsmith-Jones, M.P., West Vancouver-Sunshine Coast-Sea to Sky Country, addressed to the Honourable Dominic LeBlanc, Minister of Intergovernmental and Northern Affairs and Internal Trade, dated December 21, 2018, presenting the top priorities of the Federation of Canada Municipalities. 74
- vi. Larry Murray, Director, Sea to Sky Crime Stoppers, dated January 10, 2019, presenting a press release regarding 2018 achievements. 76

Recommendation: THAT the above correspondence be received for information.

12. DECISION ON LATE BUSINESS

13. LATE BUSINESS

14. NOTICE OF MOTION

15. QUESTION PERIOD

79

16. ADJOURNMENT

**VILLAGE OF PEMBERTON
-REGULAR COUNCIL MEETING MINUTES-**

Minutes of the Regular Meeting of Council of the Village of Pemberton held on Tuesday, December 11, 2018 at 5:30 p.m. in Council Chambers, 7400 Prospect Street. This is Meeting No. 1483.

IN ATTENDANCE: Mayor Mike Richman
Councillor Amica Antonelli
Councillor Leah Noble
Councillor Ryan Zant

REGRETS: Councillor Ted Craddock

STAFF IN ATTENDANCE: Nikki Gilmore, Chief Administrative Officer
Sheena Fraser, Manager of Corporate & Legislative Services
Lena Martin, Manager of Finance & Administrative
Lisa Pedrini, Senior Planner
Gwendolyn Kennedy, Legislative Assistant

Public: 1

1. CALL TO ORDER

At 5:34 p.m. Mayor Richman called the meeting to order.

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

2. APPROVAL OF AGENDA

Moved/Seconded

THAT the Agenda be approved as amended with the addition of Lillooet River Floodplain Mapping Report immediately after 9 (a) (i) (b).

CARRIED

3. RISE WITH REPORT FROM IN CAMERA

Train Station Public Washrooms – Frontier Street

At the In Camera meeting held earlier today Council received an update on the status of the public washroom located at the Train Station on Frontier Street. As such the following resolutions were passed:

THAT the public washrooms located at the Train Station on Frontier Street be closed until spring;

AND THAT Staff bring forward options to keeping the public washrooms open on a permanent basis as part of the 2019 budget deliberations.

Advisory Land Use and Advisory Design Review Commission Appointments

At the In Camera meeting held earlier today, Council made the following appointments:

THAT Kristina Salin, Allison Twiss, Richard Nott, and Kevin Clark be appointed to the Advisory Land Use Commission for a two-year term to expire in December 2020.

THAT Allie Shiell and Brian Dorgelo be appointed to the Advisory Design Review Commission for a two-year term to expire in December 2020.

4. ADOPTION OF MINUTES

a) Regular Council Meeting No. 1482, Tuesday, November 27, 2018

Moved/Seconded

THAT the minutes of Regular Council Meeting No. 1482, held Tuesday, November 27, 2018, be adopted as circulated.

CARRIED

5. BUSINESS ARISING FROM THE PREVIOUS REGULAR COUNCIL MEETING

There was no business arising.

6. BUSINESS ARISING FROM THE COMMITTEE OF THE WHOLE MEETING

Recommendations from Committee of the Whole Meeting No. 184 held earlier today:

Non-Medical Cannabis Retail Store Licence Referral:

The recommendation from the Committee of the Whole was amended to acknowledge the submissions from the public regarding the application.

Moved/Seconded

THAT support be given for the issuance of a Non-Medical Cannabis Retail Store Licence submitted by the Bison Group (Pemberton Hotel), located at 7423 Prospect Street, Pemberton B.C., for the following reasons:

- The subject property is compliant with the current Village Zoning Bylaw and *Non-Medical (Recreational) Cannabis Retail Policy*;
- The views of nearby residents were sought by advertising the change in the Pique Newsmagazine and notification sent and that a total of 16 letters have been received in support of the application and 7 letters have been received in opposition to the application;

- The Pemberton Hotel is an established local business with experience in the secure sale of controlled substances; and
- The proposed cannabis retail licence will provide customers with a convenient, licenced and store-front location in the Village's Town Centre.

CARRIED

OPPOSED: Councillor Antonelli

Moved/Seconded

THAT Staff work together with community partners (RCMP, Signal Hill Elementary and Pemberton Secondary Schools, Pemberton Health Clinic, Vancouver Coastal Health and Plan Y) to facilitate through Village of Pemberton mediums education on the effects of cannabis on youth.

CARRIED

7. COMMITTEE MINUTES – FOR INFORMATION

There were no minutes to be received.

8. DELEGATIONS

There were no delegations.

9. REPORTS

a) Office of the Chief Administrative Officer

i. Verbal Report

(a) Soccer Field – Pemberton Recreation Lands

Chief Administrative Officer Gilmore presented a letter from Kristen Clark, Director of Corporate and Legislative Service, Squamish-Lillooet Regional District, and provided background on the development of the second soccer field at the Pemberton Recreation Lands.

CAO Gilmore noted that discussion with Pemberton Youth Soccer Association and at Pemberton Valley Utilities and Services Committee meetings had indicated support for the choice of grass over turf for environmental and financial reasons. Ms. Gilmore advised that the Village was pursuing funding for amenities including lighting, washrooms, bleachers, etc. CAO Gilmore clarified that consultation had taken place with the primary user group, Pemberton Youth Soccer Association, and that further consultation is not being considered.

(b) Cannabis Production Facility Building Permits and Business Licences Moratorium

Chief Administrative Officer Gilmore summarized discussion that took place at the In Camera meeting held on November 27, 2018, regarding a moratorium on cannabis production facility business licences until a review is conducted on the water consumption at the Industrial Park.

(c) Lillooet River Floodplain Mapping Report

Nikki Gilmore, Chief Administrative Officer, reported that last week Council was briefed on the results and recommendations of the Lillooet River Floodplain Mapping Report ('Report') commissioned by the Pemberton Valley Dyking District. The Report's findings provide insights into the increased flood hazard which provided recommendations to support flood management in the Pemberton Valley. Staff will be reviewing the Report's data to better understand its implications. In the meantime, the Village will be working with our regional partners on emergency preparedness and to jointly pursue funding support from the Provincial and Federal Governments to advance flood mitigation in the Valley.

The report is available on our website.

Moved/Seconded

THAT Council receive the Lillooet River Floodplain Mapping Report;

AND THAT Council refer the Lillooet River Floodplain Mapping Report to Staff for review.

CARRIED

b) Finance & Administrative Services

i. 2019 – 2023 Five Year Financial Plan Schedule

Moved/Seconded

THAT the 2019 – 2023 Five Year Financial Plan Schedule be approved as presented.

CARRIED

b) Operations & Development Services

i. Squamish-Lillooet Regional District Regional Growth Strategy Amendment Bylaw No. 1562-2018 (RGS Review) – Second Reading Courtesy Referral

Lisa Pedrini, Senior Planner, presented a report highlighting the significant amendments to the Squamish-Lillooet Regional District Regional Growth Strategy following a review that has been underway since 2016.

The report appendices are available for download from the Village website.

Moved/Seconded

THAT the Squamish-Lillooet Regional District be informed that the Village of Pemberton is supportive of the proposed SLRD Regional Growth Strategy Bylaw No. 1062, 2008, Amendment Bylaw No. 1562-2018, as amended and has no further comments at this time.

CARRIED

Moved/Seconded

THAT the agenda be amended to move consideration of Council Remuneration Amendment Bylaw No. 849, 2018 to appear after agenda item 9 (b).

CARRIED

10. Bylaws for First, Second and Third Readings

a) Village of Pemberton Council Remuneration Amendment Bylaw No. 849, 2018

Moved/Seconded

THAT Village of Pemberton Council Remuneration Amendment Bylaw No. 849, 2018 receive First, Second and Third Reading.

CARRIED

Moved/Seconded

THAT a Special Council meeting be held on Thursday, December 13th at 9AM to consider Fourth and Final Reading of Council Remuneration Amendment Bylaw No. 849, 2018.

CARRIED

11. REPORTS

a) Mayor's Report

Mayor Richman extended condolences to the family of Bill Reynolds who passed away on December 5, 2018 and spoke of Mr. Reynolds' contribution to the community.

Moved/Seconded

THAT in recognition and in honour of Bill Reynolds, who contributed to the Village of Pemberton through his enthusiasm for the community, hours of volunteer work and as a founding member of the Pemberton Valley Men's Shed Society, a contribution of \$1,000 be allocated from the Community Enhancement Fund to

purchase a Park Bench, under the Village's Park Bench Dedication Program Policy, to be located in the Downtown Barn.

CARRIED

Mayor Richman reported on the following:

- The Village has been working with Sea to Sky Corridor partners to establish a regional transit system. BC Transit has supported the proposal and has forwarded it to Provincial Cabinet for review. The Village is hopeful to hear back in the near future.
- Sea to Sky Putting Children First Initiative, in partnership with SPARC BC, are developing a Child Care Strategy for Pemberton. The Child Care Strategy will include a community needs and issues assessment related to licensed child care for children 0-12 years. The purpose of this survey is to understand, from parents' and guardians' perspectives, the current and anticipated child care service needs for Pemberton.

Mayor Richman noted the following events

- Growing Great Children hosted a successful Holiday sing-a-long in the Downtown Community Barn.
- Grade 3-5 Students at Signal Hill will be holding a Winter Craft and Bake Market at Signal Hill Elementary on December 14th, 12:30-3pm.
- 2019 PSS Grads are hosting Breakfast with Santa on Saturday, December 15th at Pemberton Secondary School between 830-1130am.
- Super Ty's Toy Drive is collecting unwrapped, new toys for kids until December 14th. All items collected will be given to kids at BC Children's Hospital who are undergoing treatment as part of the Child Life Program. Drop off bins are at Signal Hill Elementary, Pemberton Brewing and Spud Valley Sports.

Mayor Richman reported on the following meetings:

- Attended the Squamish-Lillooet Regional District Board Meeting on November 28, 2018, where much of the focus was on orientation for new board members from Lillooet and from Electoral Areas A and B. There was discussion of a change to provincial funding criteria that will limit the SLRD's ability to carry out planned wildfire management. Mayor Richman advised that the Electoral Area D Director Tony Rainbow was appointed Chair and Resort Municipality of Whistler Representative Jen Ford was appointed Vice-Chair.

- Attended the first Nukw7ántwaí Intergovernmental Relations Committee since the adoption of the terms of reference. Discussion focused on the continuance of the Wellness Almanac, procuring funds for future meetings, gatherings and projects, and plans for the next gathering proposed for Samahquam.

b) Councillors' Reports

Councillor Antonelli

Councillor Antonelli reported on the following:

- Attended the Pemberton and District Public Library Board Meeting. Noted that the Oktoberfest fundraiser was a success, raising \$13,000, and that the Board is seeking at least one new member with the departure of Lisa Richardson.
- Reported on concerns raised by residents regarding the risk of vehicles leaving the highway at One Mile Lake Park and injuring Park users as well as the occupants of the vehicles. It was noted by Staff that the narrowness of the shoulder would preclude the installation of concrete roadside barriers.

Highway 99 – One Mile Lake Park

Moved/Seconded

THAT Staff correspond with the Ministry of Transportation and Infrastructure expressing concern regarding the safety hazard due to the location of Highway 99 at One Mile Lake Park and requesting that the Ministry explore all possible options to mitigate this hazard.

CARRIED

Councillor Craddock

Councillor Craddock was not in attendance.

Councillor Noble

Councillor Noble did not report.

Councillor Zant

Councillor Zant did not report.

12. BYLAWS

a) Bylaws for Adoption

i. Village of Pemberton Smoking Regulation Bylaw No. 848, 2018

Moved/Seconded

THAT Smoking Regulation Bylaw No. 848, 2018 receive Fourth and Final Reading.

CARRIED

13. CORRESPONDENCE

a) For Action

- i. **Kristen Clark, Director of Legislative and Corporate Services, Squamish-Lillooet Regional District, dated December 4, 2018, advising the Village of resolutions passed at the November 28, 2018 Board meeting pertaining to the Electoral Area C and Village of Pemberton Cemetery service and requesting that the Village consider the Consent.**

Moved/Seconded

THAT Council give participating area approval by consenting, on behalf of the electors of the Village of Pemberton, to the adoption, by the Squamish-Lillooet Regional District, of proposed SLRD Bylaw 1559-2018, cited as "Electoral Area C and Village of Pemberton Cemetery Financial Contribution Service Conversion and Establishing Bylaw No. 1559-2018";

AND THAT Village of Pemberton staff notify the SLRD Board of the Village of Pemberton's consent.

CARRIED

b) For Information

- i. **Honourable Selina Robinson, Minister of Municipal Affairs and Housing, dated November 15, 2018, extending congratulations to Mayor and Council on their election to local government.**
- ii. **Gordon Ruth, Auditor General for local Government, dated November 29, 2018, regarding the mandate of the Auditor General.**
- iii. **Leon Brass, Village of Pemberton, dated November 29, 2018, regarding the location of the recycle depot at the Industrial Park.**
- iv. **Isobel Mackenzie, Seniors Advocate, Province of British Columbia, dated November 30, 2018, extending congratulations to Mayor and Council on their election to local government.**

Moved/Seconded

THAT the above correspondence be received for information.

CARRIED

- v. **Cathy Peters, BC anti-human trafficking educator, speaker and advocate, dated December 3, 2018, regarding human sex trafficking/child sex trafficking awareness campaign.**

Moved/Seconded

THAT the above correspondence be received for information.

CARRIED

14. DECISION ON LATE BUSINESS

There was no late business for discussion.

15. LATE BUSINESS

There was no late business for discussion.

16. NOTICE OF MOTION

There was no notice of motion.

17. QUESTION PERIOD

There were no questions from the gallery.

18. ADJOURNMENT

Moved/Seconded

THAT the Regular Council Meeting be adjourned.

CARRIED

At 7:08 p.m. the Regular Council Meeting was adjourned.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

**VILLAGE OF PEMBERTON
-SPECIAL COUNCIL MEETING MINUTES-**

Minutes of the Special Meeting of Council of the Village of Pemberton held on Tuesday, December 13, 2018 at 9:00 a.m. in Council Chambers, 7400 Prospect Street. This is Meeting No. 1484.

IN ATTENDANCE: Mayor Mike Richman
Councillor Amica Antonelli
Councillor Leah Noble
Councillor Ryan Zant

REGRETS: Councillor Ted Craddock

STAFF IN ATTENDANCE: Nikki Gilmore, Chief Administrative Officer
Sheena Fraser, Manager of Corporate & Legislative Services
Gwendolyn Kennedy, Legislative Assistant

Public: 0

1. CALL TO ORDER

At 9:10 a.m. Mayor Richman called the meeting to order.

In honour of the Lil'wat7ul, the Village of Pemberton acknowledges that we are meeting within the unceded territory of the Lil'wat Nation.

2. APPROVAL OF AGENDA

Moved/Seconded
THAT the Agenda be approved as circulated.
CARRIED

3. BYLAW FOR ADOPTION

a) Village of Pemberton Council Remuneration Amendment Bylaw No. 849, 2018

Moved/Seconded
THAT Village of Pemberton Council Remuneration Amendment Bylaw No. 849, 2018 receive Fourth and Final Reading.
CARRIED

4. ADJOURNMENT

Moved/Seconded

THAT the Special Council Meeting be adjourned.

CARRIED

At 9:11 a.m. the Special Council Meeting was adjourned.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

DRAFT

TOURISM PEMBERTON DESTINATION MARKETING ASSOCIATION**Directors Meeting Minutes****December 12, 2018****PRESENT**

Mark Mendonca (Grimm's Deli)
Shirley Henry (Secretary)
Don Coggins (Copper Cayuse Outfitters)
Brad Knowles – (Pemberton Fish finder)
Russell Mack (SLRD) Liaison
Andy Meeker (Blackcomb Helicopters)
Ryan Zant – (VOP Liaison)
Gus McCormack (Sweet Water Lane B & B)

Pete Colapinto (Bike Co)
Daniel Schranz – Delegation

Regrets:

Jill Brooksbank (VOP Staff Liaison)
Kevin McLeod (Meadows Golf)
Tyler Schramm (Pemberton Distillery)
Rob Megeney (Event Rental Works)

Call to Order –Director Andy Meeker called the meeting to order at 7:00 p.m. at the Pemberton Visitor Centre. President Mark Mendonca arrived shortly after and continued chairing the meeting

Delegation – Daniel gave an overview of the opportunity to have many more trails and campsites in our area for visitors. The additions of more trails with facilities will also protect the area. Visitors are coming now and many areas have no facilities i.e. outhouses. Daniel felt that support is needed from other groups in the community if we are to get Forestry or Parks to provide additional facilities in the area. We also need to work with local First Nations, Lil'wat and N'quatqua. Russell asked Daniel to make a presentation to the SLRD Board. Mark also asked Daniel if he would sit on our Board.

MINUTES Don Coggins/Andy Meeker

THAT the minutes of the November 14, 2018 meeting be approved as presented. Carried

DESTINATION MARKETING PLAN – Don reported he will send out the report to the Directors.

POWDER FEST – Andy reported he has been meeting with Justin and they are planning a small pop up event in February. Gus volunteered to help out. Andy will put together a quick budget for the next meeting.

ECO RUN – Mark has not yet heard from them re the donation to SAR or the video

MEMBERSHIP DRIVE – Suggested that all the Directors bring a new member to the AGM to be held in February.

VALUE OF TOURISM REPORT

Don Coggins/Pete Colapinto

THAT we rescind the following motion made on November 14, 2018:

Brad Knowles/Andy Meeker

"THAT Tourism Pemberton fund a Value of Tourism in Pemberton Study as submitted by Chris Sutton of Select Contracts Tourism Impact Report in the amount of \$11000 Carried. Carried." ***Carried***

Don Coggins/Pet Colapinto

THAT we hire Pacific Analytics for the sum of \$7500 to conduct a full economic impact of all tourism in the Pemberton area and that we also provide an additional \$2500-\$3000 for a marketing associate to assist with the study. Carried. .

CORRESPONDENCE**TAXI SERVICE**

Andy Meeker/Pete Colapinto

THAT Tourism Pemberton supports the establishment of a Taxi Service in the Pemberton area. Carried.

Membership -35 members (32 Pd (4 new) 3 comp)

Treasurer's Report

Don Coggins/Andy Meeker

That the treasurer's report be accepted as presented. Carried.

NEW BUSINESS

WEBSITE – Brad will provide the Board with the Google Analytics he received from Roy for our website. He noted that numbers decreased when Custom Fit stopped maintaining the site. Brad suggested we need to spend some money updating our website regularly. Gus said if he had the ‘key’ he would be prepared to give 3 hours a month to updating the site.

Don will write a press release re the Value of Tourism Study. And it should be posted on the website under Latest News. Everyone was asked to look at the website and make any comments or suggestions.

SURF PARK – Mark reported he has a video of the event at the Rutherford Park. He said Surf Pemberton is working on a memorandum of understanding. They will have access year round and there would probably be 2 -3 events by Canoe BC per year.

Support Local Businesses- Mark suggested that we need to promote each other’s businesses in Pemberton. It was suggested we hold a meet and greet event where we invite all businesses to come and bring their business cards, brochures etc and we work with the Chamber and invite the public also. We need to network more.

MRDT – No decisions made in November as suggested.

PRESENTATION TO SLRD – Mark made the presentation to the SLRD - - Area Directors and they supported the \$4000 for marketing plus a \$5000 grant to assist with the Value of Tourism Study.

WINTERFEST COMMITTEE – will be held Dec. 31, from 2-7 p.m. at the Community Centre ending with Fireworks at 8 p.m. Volunteers are still needed. Contact Carlee Cindric if interested in volunteering.

Backroad Mapbook 2 Page Pemberton Promotion

Shirley Henry/Andy Meeker

THAT Tourism Pemberton continue with the two page promotion in the 2019 version of the Vancouver Coast & Mountains Backroad Mapbook for the sum of \$2250 and that member participants be approached to help cover the cost. Carried

AGM – will be held on Thursday, February 21, 2019. Location to be confirmed by Andy.

Next Meeting – Wednesday, January 9, 2019. Time & Location TBD.

ADJOURNMENT – The meeting adjourned at 8:35 p.m.

Date: Tuesday, January 22, 2019

To: Nikki Gilmore, Chief Administrative Officer

From: Jill Brooksbank, Sr. Communications & Grants Coordinator

Subject: Community, Culture and Recreation Infrastructure Funding Application
Soccer Field and Amenity Building Proposal

PURPOSE

The purpose of this report is to seek approval from Council to apply to the Community, Culture and Recreation Infrastructure Program for the development of a FIFA regulation-sized playing field and amenity building at the recreation site, located on Pemberton Farm Road East.

BACKGROUND

The proposed project includes the construction of a 64m x 100m FIFA regulation-sized field, amenity building including washroom/changeroom facilities, concession area, equipment and public works storage and related amenities including bike racks, garbage receptacles, bleachers and trees.

During the past two decades there has been increased community pressure to plan for additional recreation amenities to serve the greater community. This was quantified during the community consultation program ('Recreate Recreation') conducted in 2013 which indicated that 60% of outreach participants agreed there should be the provision of more recreational activities and opportunities in the area and that providing these recreation amenities retains families in our community in the long term and improves quality of life.

This outreach also focused on better understanding the community's need and desire for recreation amenities, identifying the current gaps in recreation assets and understanding the community's willingness to subsidize the amenities through taxation and/or borrowing.

While there was a great desire to see a pool and arena in the Pemberton area, there was a strong reluctance to finance these amenities through taxation and borrowing. However, there was a desire and need to explore the development of municipally-owned, regulation-sized playing fields.

The Community, Culture and Recreation (CCR) funding Stream will focus on projects that improve citizen's access to and quality of cultural, recreational and community spaces. The Federal and Provincial governments are investing up to \$134.84 million in the initial intake of the CCR Stream to support infrastructure projects in communities across the province.

DISCUSSION & COMMENTS

Last year, the Village completed the construction of the first soccer field on the recreation site. The proposed soccer field and amenity building will complement the newly completed field, enabling increased opportunity for hosting large-scale soccer tournaments, skills clinics, and increasing practice time. The Village has received strong support from the Pemberton Youth Soccer Association (PYSA) for the construction of a regulation-sized field as it will enable the League to move all their activities and equipment to one location.

Trails users of the adjacent Mackenzie Basin will also see a significant benefit from the proposed amenity building. With the provision of washroom/changeroom facilities and concession organizations such as PVTa and PORCA will be able to host events and races at the foot of the trail network. Furthermore, it will reduce the amount of human waste found within the Mackenzie trail system.

The Community, Culture and Recreation funding program covers up to 73.33% of eligible project costs. Although a funding dollar amount is not stipulated, it was advised by the Program Manager that funding requests should be conservative as the funding is meant to be dispersed throughout the entire Province.

COMMUNICATIONS

Should the Village be successful, the Village will be bound to the Province's requirements for communications as outlined in the funding agreement.

LEGAL CONSIDERATIONS

There are no legal, legislative or regulatory considerations at this time.

IMPACT ON BUDGET & STAFFING

The total cost of the project is \$4,224,405. As a result of the funding requirement that the applicant fund 26.67% of the project, the Village's matching contribution would total \$1,126,649.

These matching funds, however, do not need to be funded entirely by the Village and as a result of discussions with external groups, it is anticipated that the Village will receive \$297,000 in Community Amenity Contributions (CACs) and a further \$60,000 from developer contributions. As well, the Rotary Club of Pemberton has offered \$40,000 in a cash contribution towards the amenity building construction.

The Village has also requested that this project be brought forward for consideration at the next Pemberton Valley Utility Service (PVUS) Committee to be held on Monday, January 21, 2019 to discuss the inclusion of the second field into the Recreation Service and review potential funding contributions. Staff will provide Council an update of the discussion that takes place at the PVUS meeting at the Regular Council meeting at which this report is being considered.

As such, at the time of the writing of this report, the remainder of the Village's contribution would equal \$743,590. Should additional contributions be committed to this project, the Village's contribution would be reduced.

The following table is a breakdown of the funding for this project:

Total Grant Application	Funder portion	VoP Portion	Comments
\$4,224,405	\$3,083,815	\$1,140,589	
		(40,000)	Rotary Club of Pemberton Contribution
		(60,000)	Developer Contribution
		<hr/> \$1,040,589	
		(297,000)	Community Amenity Contribution
		<hr/> \$743,589	Remaining VOP Portion

The Village currently has Parks Development Cost Contributions (DCCs) that could be used to fund a portion of the remaining costs in the amount of \$238,375. The Village would need to secure the remaining funds, in the amount of \$505,214 through contributions from other entities or through borrowing. Unfortunately, the use of Community Works Gas Tax Funds is not permitted with this funding opportunity.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

As recreation is a joint service with the Squamish-Lillooet Regional District, through the Pemberton Valley Utilities Service (PVUS), the proposed amenities will need to be incorporated into the recreation service. The initial discussions will be taking place at the next PVUS meeting to be held on Monday, January 21, 2019.

ALTERNATIVE OPTIONS

There are no alternative options for consideration.

POTENTIAL GOVERNANCE CONSIDERATIONS

The enhancement of recreation amenities aligns with the Village's *Social Responsibility Strategic Priority*, whereby the Village strives to create a strong and vibrant community, recognizing the importance and benefits of healthy, engaged citizens.

RECOMMENDATIONS

Recommendation #1

THAT Council support an application to the Community, Culture and Recreation Fund for the development of a FIFA regulation-sized soccer field and amenity building for up to \$4,225,000.

AND THAT Council allocate \$238,275 from Park Development Cost Charges (DCCs) and \$505,214 through long-term debenture borrowing.

Recommendation #2

THAT Council send correspondence to the SLRD Electoral Area C Director requesting a matching contribution toward the amount that the Village is required to match through the funding program.

Attachments:

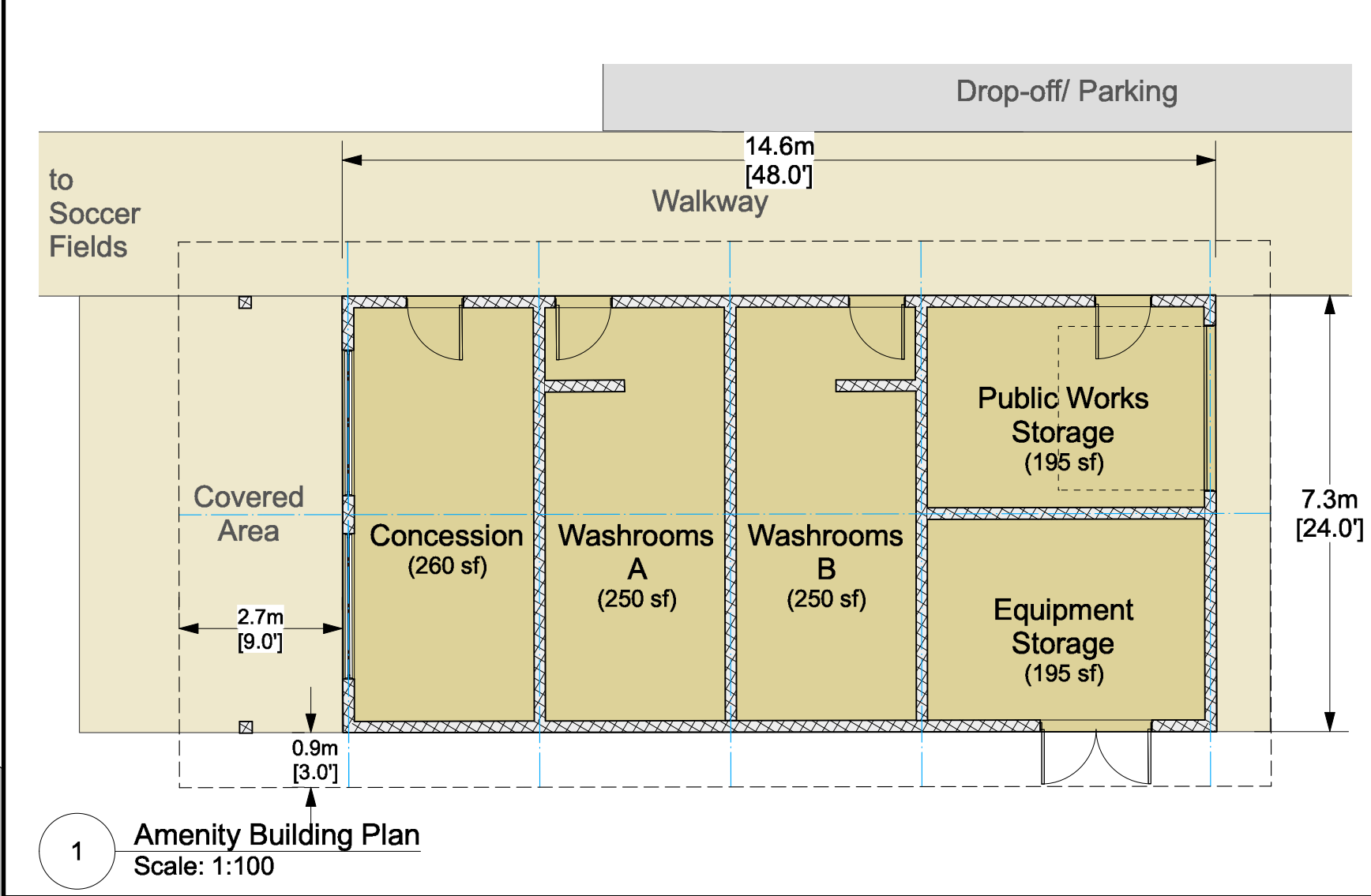
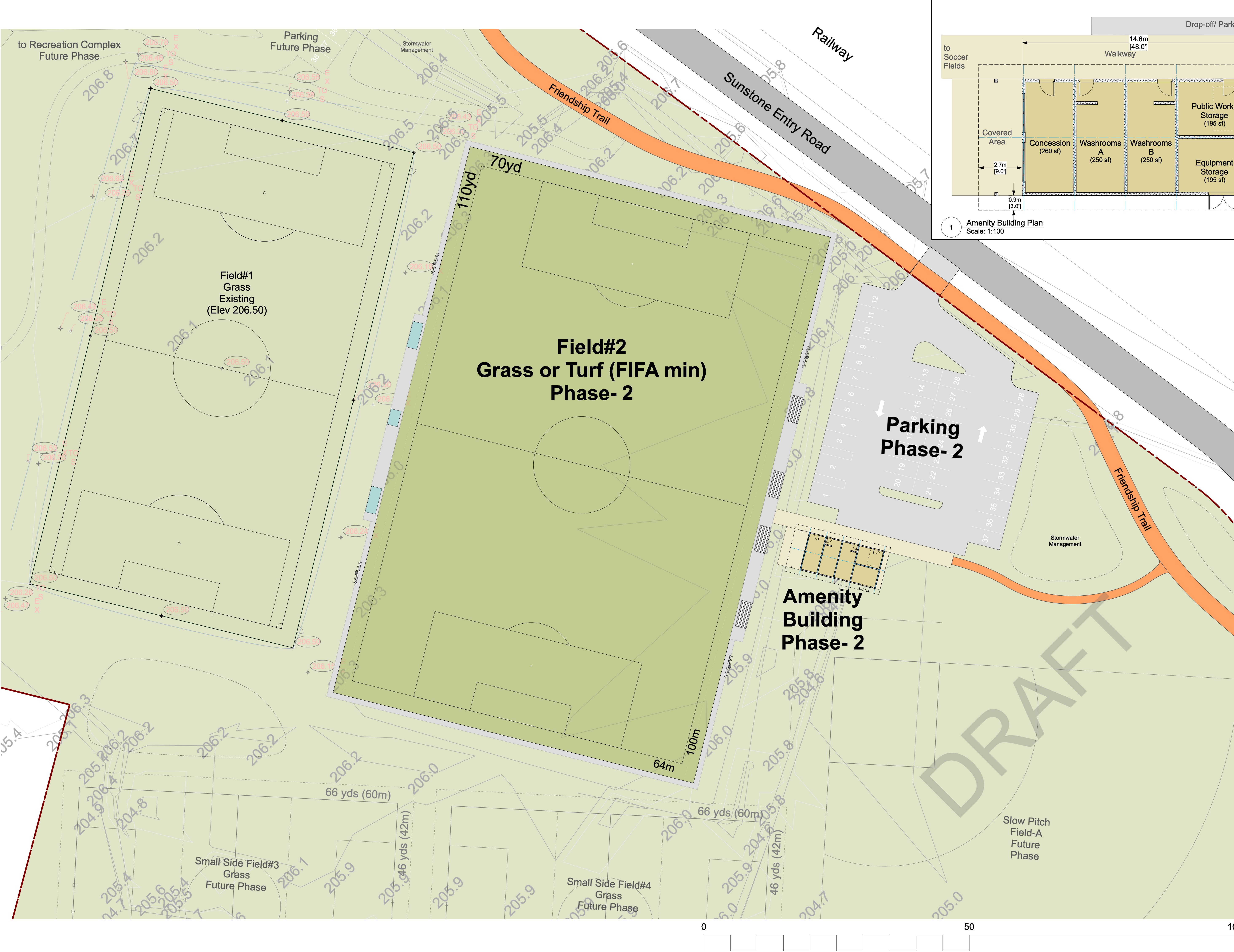
Appendix A: Recreation Site Concept Plan

Appendix B: Investing in Canada Infrastructure Program Summary of Expenditures

Prepared by:	Jill Brooksbank, Sr. Communications & Grants Coordinator
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer

File name: PembertonRecSite_2019.01.02.vwx





**CROSLAND DOAK
DESIGN**

Landscape
Architecture +
Building Design



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2019-01-02 Client Review
Date Issued For

Village of Pemberton

client

Pemberton Farm
Road
Recreation Facility

project title

Recreation Phase-2
drawing title

scale: 1:300 or as noted

project no. 1307

L1.3
drawing no.



Investing in Canada Infrastructure Program
Community, Culture and Recreation Stream
Summary of Expenditures



Applicant Name: Village of Pemberton
Project Number:
Project Title: Soccer Field and Amenity Building Development
Project Category:
Cost Estimate Developed By:
Date of Cost Estimate (DD-MM-YYYY):
Cost Estimate Class: C

ELIGIBLE COSTS				
	Description	Quantity	Per Unit Amount	Total Cost
Project Planning				
Planning Sub-Total:				\$49,225
Design / Engineering				
FIELD COSTS				
GENERAL (including Engineering)				
Design/Engineering Sub-Total:				\$439,124
Construction / Materials				
FIELD COSTS				
AMENITY BUILDING COSTS				
Construction / Materials Sub-Total:				\$2,752,693
Other Eligible Costs				
Other Eligible Costs Sub-Total:				8,500
Contingency				
Contingency Sub-Total:				487,431
TOTAL ELIGIBLE COSTS*:				4,224,405
INELIGIBLE COSTS				
TOTAL INELIGIBLE COSTS*:				\$0
TOTAL GROSS PROJECT COSTS (Eligible + Ineligible)*:				\$4,224,405

***Totals must match totals in the Project Costs section of the Application Form.**

Cost Estimate Comments

Please add any information that you feel is relevant to your cost estimate
--

Date: Tuesday, January 22, 2019

To: Nikki Gilmore, Chief Administrative Officer

From: Jill Brooksbank, Sr. Communications & Grants Coordinator

Subject: Rural and Northern Communities Funding Application
Lot 13 Park and Ride

PURPOSE

The purpose of this report is to seek Council approval to apply to the Rural and Northern Communities Infrastructure Fund for the development of a park'n'ride facility on Lot 13 (1420 Portage Road), Plan 7619, District Lot 203, LLD, located between Signal Hill Elementary School and 1422 (Crestline) Portage Road.

BACKGROUND

Staff are seeking support to submit an application to the Rural and Northern Communities Infrastructure Fund for the development of a universally-accessible, municipally owned park'n'ride facility. Supporting both our local and regional transit services, this facility will assist in the effort of reducing the number of single occupancy vehicles on the roadway, which in turn helps to reduce vehicle pollutants and traffic congestion. By improving transportation systems and networks and encouraging people to switch to less polluting transportation options, this funding will help our community reduce energy consumption and greenhouse gas (GHG) emissions and improve air quality which is in alignment with the Village's Official Community Plan priorities.

In the summer of 2016, a [Sea to Sky Corridor Regional Transit Study](#), and consultation process was initiated to explore the feasibility of expanding regional and interregional transit service along the corridor. The Study provided a clear understanding of transit ridership potential between key origins and destinations while providing recommendations on governance, funding and service options, including bus stops and park'n'rides; page 26 specifically refers to the development of a legitimized Park and Ride location in Pemberton.

In December 2018, the Sea to Sky communities, including the Squamish-Lillooet Regional District, Village of Pemberton, Resort Municipality of Whistler, District of Squamish, Lil'wat Nation and Squamish Nation, put forward a funding model to the Province to establish a Sea to Sky Transit Commission that would see funding from riders, local and provincial governments, and a proposed motor fuel tax to help offset the cost of the service. The creation of a legitimate park'n'ride facility will greatly benefit our local service in addition to the expansion in regional transit.

The proposed facility will be located on Provincial Crown granted/leased property fronting Portage Road, a Provincial Highway, and will be a central location available to serve commuters on a daily basis year-round. The park'n'ride will be owned and maintained by the Village of Pemberton through the current local and regional transit service and will provide parking for a maximum of fifty (50) vehicles.

Currently, an unsanctioned park'n'ride exists on land owned by Lil'wat Nation located at Highway 99 and Vine Road next to the Information Centre. The site is a significant distance from the nearest transit stop (approximately 200m) and lacks accessible parking or lighting. There is no formal agreement for use of this land, and Lil'wat Nation has recently indicated that development of that site in the near future is likely. With the absence of a central park'n'ride facility, access to transit becomes less accessible especially for those who commute to Pemberton to connect to the transit service to Whistler for work and recreation. This location will also assist with reducing the amount of long term or daily parking in the downtown commercial area which has had an impact on on-street parking for patrons of the downtown stores and businesses.

DISCUSSION & COMMENTS

The governments of Canada and British Columbia are investing up to \$95 million in the initial intake of the Rural and Northern Communities Program to support infrastructure projects in communities across the province that have populations 25,000 or less. Communities with a population of less than 5,000 may apply for up to 100% of the eligible costs of a project. Although there is no funding limit identified in the grant funding criteria, due to the limited funds in this Program it was suggested by the Province that requests remain conservative.

It should be noted that the park'n'ride is part of the Lot 13 development concept plan, which also includes a community garden and outdoor learning area that can be utilized by community groups and the school. The park'n'ride facility will serve the users of the Lot 13 community garden as well (see Appendix B).

COMMUNICATIONS

Should the Village be successful, the Village will be bound to the Province's requirements for communications as outlined in the funding agreement.

LEGAL CONSIDERATIONS

There are no legal, legislative or regulatory considerations at this time.

IMPACT ON BUDGET & STAFFING

As the Rural and Northern Communities Fund will cover 100% of the eligible expenditures, a budget allocation for the development of the park'n'ride facility is not necessary. However, once the facility has been completed, the Village will be responsible for maintenance and these costs will be incorporated into the transit budget.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

A review of this initiative will enhance the local and regional service that the Village, Squamish-Lillooet Regional District and Lil'wat Nation jointly fund. Furthermore, this facility will serve all community members from by providing a safe, central and legitimized location to park in order to utilize the transit service.

ALTERNATIVE OPTIONS

There are no alternative options for consideration.

POTENTIAL GOVERNANCE CONSIDERATIONS

The establishment of a park'n'ride facility to better facilitate the local and regional transit services aligns with Strategic Priority Two: Good Governance in which the Village is committed to being an open and accountable government and to fiscal responsibility and with Strategic Priority Three: Excellence in Service whereby the Village is committed to delivering the highest quality level of municipal services within the scope of our resources.

RECOMMENDATIONS

THAT Council support an application to the Rural and Northern Development Infrastructure Program for the development of a park'n'ride facility for up to \$1.3 million dollars.

ATTACHMENTS:

Appendix A: Lot 13 Site Plan

Submitted by:	Jill Brooksbank, Sr. Communications & Grants Coordinator
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer



1. Lot 13					
Item	Specification Title	Unit	Quantity	Unit Price	Amount
	Traffic Control, Vehicle Access and Parking				
1.01	Traffic Control, Vehicle Access and Parking	Lump Sum	1	\$ 5,000.00	\$ 5,000.00
	Concrete Walks, Curb And Gutter				
1.02	Machine Placed Curb & Gutter Excluding 100mm granular base (MMCD C4)	Lineal Metres	120	\$ 180.00	\$ 21,600.00
	Roadway Lighting				
1.03	BC hydro Connection & Kiosk	Lump Sum	1	\$ 25,000.00	\$ 25,000.00
1.04	Lighting Poles c/w Type C bases	Each	3	\$ 10,500.00	\$ 31,500.00
1.05	Luminaire Heads c/w Pole Mounting Arms	Each	7	\$ 6,800.00	\$ 47,600.00
1.06	Pull Box	Each	2	\$ 2,500.00	\$ 5,000.00
1.07	Conduit and Wiring	Lineal Metre	106	\$ 130.00	\$ 13,780.00
1.08	Electric Charging Station	Each	2	\$ 26,000.00	\$ 52,000.00
	Clearing and Grubbing				
1.09	Clearing and Grubbing	Square Metres	2000	\$ 35.00	\$ 70,000.00
	Excavating, Trenching and Backfilling Underground Utility				
1.10	Overexcavating including backfilling (OPTIONAL)	Cubic Metres	20	\$ 60.00	\$ 1,200.00
	Roadway Excavation, Embankment and Compaction				
1.11	Overexcavating including backfilling (OPTIONAL)	Cubic Metres	180	\$ 60.00	\$ 10,800.00
1.12	Common Excavation - Remove and Off-site Disposal of Granular Material (incl Organics)	Cubic Metres	1500	\$ 40.00	\$ 60,000.00
	Granular Base				
1.13	Granular Sub Base 250mm Thickness for Parking Lot	Tonne	620	\$ 50.00	\$ 31,000.00
1.14	Granular Base Base 150mm Thickness for Parking Lot	Tonne	380	\$ 50.00	\$ 19,000.00
1.15	Granular Shouldering 300mm wide 150mm Thickness for Parking Lot	Tonne	10	\$ 50.00	\$ 500.00
1.16	Granular Base Base 100mm Thickness for curb & gutter	Tonne	13	\$ 50.00	\$ 650.00
1.17	Import Granular Fill	Tonne	3300	\$ 40.00	\$ 132,000.00
	Hot-Mix Asphalt Concrete Paving				
1.18	Asphalt Pavement - single lift (75mm)	Tonne	210	\$ 200.00	\$ 42,000.00
	Painted Pavement Markings				
1.19	Signage and Pavement Markings	Lump Sum	1	\$ 5,000.00	\$ 5,000.00
	Unit Paving				
1.20	Precast Paver Bricks	Square Metres	78	\$ 200.00	\$ 15,600.00
	Gravel Paving				
1.21	Gravel Path Surfacing	Square Metres	444	\$ 50.00	\$ 22,200.00

1. Lot 13					
Item	Specification Title	Unit	Quantity	Unit Price	Amount
	Planting of Trees, Shrubs & Ground Cover				
1.22	Bio Swale Planting	Square Metres	325	\$ 60.00	\$ 19,500.00
1.23	Shrub Beds (excludes bio swale area)	Square Metres	1650	\$ 75.00	\$ 123,750.00
1.24	Trees	Each	40	\$ 400.00	\$ 16,000.00
1.25	Lawn Hydroseeding	Square Metres	735	\$ 4.00	\$ 2,940.00
1.26	Planting Medium	Cubic Metres	950	\$ 75.00	\$ 71,250.00
	Landscape Boulders				
1.27	Boulders - IMPORTED (600-1000mm dia; even qty) - c/w Setting base	Each	20	\$ 100.00	\$ 2,000.00
1.28	Bioswale River Rock	Cubic Metres	22	\$ 500.00	\$ 11,000.00
1.29	Bioswale Clear Crush	Cubic Metres	35	\$ 75.00	\$ 2,625.00
1.30	Bioswale Filter Fabric	Square Metres	165	\$ 20.00	\$ 3,300.00
	Misc.				
1.31	Trash Receptacles	Lump Sum	2	\$ 2,000.00	\$ 4,000.00
1.32	Backed Benches	Lump Sum	2	\$ 2,000.00	\$ 4,000.00
1.33	Bike Racks	Lump Sum	2	\$ 1,500.00	\$ 3,000.00
1.34	Parking Stall Wheel Stops	Each	55	\$ 150.00	\$ 8,250.00
	Storm Sewers				
1.35	Drainage Pipe PVC SDR 35 300 mm diameter	Lineal Metres	20	\$ 500.00	\$ 10,000.00
1.36	Tie to Existing network 300 mm diameter	Lump sum	1	\$ 3,000.00	\$ 3,000.00
1.37	Catchbasin Lead PVC DR 35 250mm diameter	Lineal Metres	8	\$ 400.00	\$ 3,200.00
1.38	Perforated PVC Pipe 250mm diameter	Lineal Metres	110	\$ 100.00	\$ 11,000.00
	Manholes and Catchbasins				
1.39	Manhole base, lid, slab, cover and frame 1050 mm diameter	Each	3	\$ 4,000.00	\$ 12,000.00
1.40	Manhole Riser 1050 diameter	Vertical Metres	1	\$ 700.00	\$ 700.00
1.41	Catchbasin Top Inlet Standard Drawing S11	Each	1	\$ 3,200.00	\$ 3,200.00
1.42	Lawn Drain Top Inlet Standard Drawing S12	Each	6	\$ 3,000.00	\$ 18,000.00
					\$ 944,145.00
				+ 25% Contingency	\$ 236,036.25
				+ 15% Engineering	\$ 141,621.75
Subtotal Carry Forward to Schedule of Quantities Summary Item 1.0					\$ 1,321,803.00

Date: January 22, 2018

To: Nikki Gilmore, Chief Administrative Officer

From: Sarah Toews, Emergency Program Coordinator

Subject: Emergency Operations Centre Funding Application

PURPOSE

The purpose of this report is to seek Council support to apply for funding from UBCM's Emergency Operations Centres Grant program to improve the Village's Emergency Operations Centre capacity through the purchase of critical communications equipment, IT and redundant power supply.

BACKGROUND

An Emergency Operations Centre (EOC) is a physical location where representatives come together during an emergency to coordinate response and recovery actions and resources, support emergency response personnel in the field, and coordinate all official communications regarding the emergency.

The intent of the UBCM Emergency Operations Centres Grant program is to support eligible applicants to build local capacity through the purchase of equipment and supplies required to improve Emergency Operations Centres.

The Village has identified Council Chambers as our primary Emergency Operations Centre which currently does not have the ability to effectively accommodate the activation of the EOC as it lacks the necessary equipment, tools and resources.

DISCUSSION & COMMENTS

The Emergency Operations Centre is a critical component to the response and recovery of a major emergency or disaster.

The improvements will include essential communications equipment with redundancy, computer work stations with required software programs and networking, office supplies and a generator for back-up power. Ensuring redundant power and communications equipment for the EOC is a recommendation of the 2015 Hazard & Risk Vulnerability Assessment.

The scope of the project will include researching and purchasing appropriate communications, and IT equipment, while also implementing the installation and organization of the equipment and resources within the Emergency Operations Centre.

Funding for this project is made available through UBCM's Community Emergency Preparedness Fund, under the Emergency Operations Centres and Training Program. The fund can contribute a maximum of 100% of the cost of eligible activities to a maximum of \$25,000.00

The deadline for submitting to this funding program is February 1, 2019.

COMMUNICATIONS

The application for funding of this initiative does not require a communications component. However, should the Village be successful in obtaining funding, the Village would be required to acknowledge the funder through its communications channels.

LEGAL CONSIDERATIONS

At this time, there are no legal, legislative or regulatory considerations.

IMPACT ON BUDGET & STAFFING

The total project costs are \$27,045. Should the Village's application be successful, the grant will cover up to \$25,000 and the Village would be responsible for any costs exceeding \$25,000. Therefore, Staff requests that Council include \$2,045 in the 2019 budget to cover the remainder of the expenses related to this project.

Staff time to undertake the project will be required and can be accommodated within the work plan of the Emergency Program Coordinator.

INTERDEPARTMENTAL IMPACT & APPROVAL

This initiative does not have an interdepartmental impact.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

Once improvements are completed, the Village's EOC will not only support emergencies within the Village of Pemberton but will also support emergencies within the Squamish-Lillooet Regional District and Lil'wat Nation.

Should the Village be successful in obtaining the funding, the Village will be able to support regional partners through EOC support and resources, and offer a location for regional training and exercise activities. The Village's EOC could also act as an EOC for one of our neighbouring communities, should theirs become affected during an event.

ALTERNATIVE OPTIONS

There are no alternative options for consideration.

POTENTIAL GOVERNANCE CONSIDERATIONS

This initiative aligns with the Village's Strategy Priority of Social Responsibility whereby the Village strives to create a strong and vibrant community, recognizing the importance and benefits of healthy, engaged citizens as well as an accessible and well managed natural environment.

RECOMMENDATIONS

THAT Council supports an application to UBCM's Emergency Operations Centres Grant program for up to \$25,000 to improve the Village's Emergency Operations Centre.

AND THAT Council approves \$2,045 to be included in the 2019 Emergency Management budget.

Prepared by:	Sarah Toews, Emergency Program Coordinator
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer

Date: January 22, 2019

To: Nikki Gilmore, Chief Administrative Officer

From: Lisa Pedrini, Senior Planner

Subject: Ride-Hailing Services (i.e. Uber) Submission

PURPOSE

The purpose of this report is to seek direction from Council on a Staff prepared submission to the Select Standing Committee on Crown Corporations that offers invited comment on certain aspects of the regulation of transportation network services (otherwise known as ride hailing or ridesharing services) such as Uber and Lyft.

BACKGROUND

As part of the NDP's platform during the 2017 provincial election, it was acknowledged that the reliance on and demand for ridesharing¹ was growing and that BC needed to be prepared. A commitment was made "to work with taxi drivers, taxi companies and ridesharing companies to create a truly fair approach to ridesharing in BC that doesn't unfairly benefit – or punish – one group over the other." While the promise to pass new rules that would allow ride-hailing service such as Uber and Lyft to operate in British Columbia was to occur much earlier; it has been delayed while the government commissioned a report by an independent industry expert (Hara Associates) to consult with the taxi industry and other stakeholders regarding ride hailing before legislation was created.

A copy of the Hara report can be found by clicking on the following link:
http://www.th.gov.bc.ca/rpt/Documents/20180718_Modernizing%20Taxi%20Regulation.pdf

In the fall of 2018, the Province introduced legislation, specifically known as Bill 55 – 2018: *Passenger Transportation Amendment Act* 2018, to modernize BC's taxi industry. In drafting these changes, the Government has stated that this new legislation will offer more options and flexibility in how British Columbian's get around, but with measures to ensure safety is a priority.

Bill 55 received First Reading on November 19, 2018 and can be reviewed by clicking on the following link:
<https://www.leg.bc.ca/parliamentary-business/legislation-debates-proceedings/41st-parliament/3rd-session/bills/first-reading/gov55-1>

If passed, the *Passenger Transportation Amendment Act* includes changes that will enable:

¹ Ridesharing services use mobile apps to connect paying passengers with drivers who use their personal vehicle to pick up passengers and transport them to a set destination.

- The Insurance Corporation of British Columbia (ICBC) to develop a modern insurance product for ride-hailing for fall of 2019.
- A new, data-driven approach to improve taxi service and ride-hailing opportunities, particularly at high-demand locations and peak times, by strengthening the Passenger Transportation Board's authority to determine fares, vehicle supply and operating areas.
- The development of measures to make sure people are not left stranded when traveling from one municipality to another.
- The inclusion of a per-trip fee to fund more accessibility options for people with disabilities.
- Increased enforcement of the rules with stiffer penalties for taxi and ride-hailing companies if working outside the law.

On November 27, 2018, the Legislative Assembly of British Columbia authorized the all-party Select Standing Committee on Crown Corporations to conduct an inquiry into transportation network services (ride hailing services). The Liberal MLA for West Vancouver Sea to Sky, Jordan Sturdy is a member of this Select Standing Committee along with NDP Transportation Minister Claire Trevena and several others.

The Province appointed this new special Committee to review and make recommendation on the effectiveness of the changes outlined in the new *Act* to ensure government is on the right track in producing modern, safe taxi and ride hailing services.

DISCUSSION & COMMENTS

The Village of Pemberton received a request for input on the topic of Transportation Network Services (ride hailing or ridesharing) on December 18, 2018. The email is attached as **Appendix A**. Similar invitations have been sent to each Mayor and Council/Regional District Chair and Board across the Province.

The Committee's Terms of Reference specifies that the Committee may only consider input on four areas of regulation. As part of its work, the Committee would like to invite local governments to provide a written submission focused on any or all of the following four topics:

- **MUNICIPAL BOUNDARIES:** What criteria should be considered when establishing boundaries?
- **SUPPLY AND DEMAND:** How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board's current public convenience and necessity regime as it pertains to transportation network services?
- **PRICE AND FARE CONSIDERATIONS:** What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?
- **REQUIRED CLASS OF DRIVER'S LICENCE:** What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?

If Council wishes to provide comment, the Village has been asked to provide a written submission in a PDF or Word format and send it by email by Friday February 1, 2019. Written submissions are limited to a maximum of 4500 words (1000 words per each answer to the four questions above, + an additional 500 words of general feedback).

MUNICIPAL BOUNDARIES:

The Standing Committee has asked *“What criteria should be considered when establishing boundaries?”*

Without much context provided on the present criteria that is currently considered when it comes to boundaries, Staff has prepared the following brief explanation for Council’s consideration.

Buses, public transit, taxis and limousines are licensed and regulated in B.C. by the Passenger Transportation Board – an independent tribunal that approves licences for taxis. As part of the terms and conditions of a licence, an originating area (i.e. passenger pick up area) must be specified. Currently, acceptable ways of stating originating areas include: municipalities, regional districts and highway corridors.

For many existing licences, originating areas are expressed as a “municipality and “X” number of road kilometres from the municipality”. Under such circumstances, using the name of a village, town, city, regional district, or any other identifiable place limits the area to within the legal boundary of that place. This can be problematic as it results in less supply, and leads to ‘deadheading’ (travelling without passengers or goods) which is a loss to the operator.

The issue of boundaries is more relevant in urban areas, where taxis are not allowed to do business across municipal boundaries. For example, if a taxi from Surrey takes a passenger into downtown Vancouver, they are not able to pick up a passenger in Vancouver and take them back to Surrey. In a rural setting, boundaries may be set on a regional district boundary basis rather than a municipal boundary. However it can lead to the same type of issues - a vehicle-for-hire travelling from Pemberton to YVR is going to be stuck with a loss on the way home unless they are able to arrange a passenger travelling north. Overall, the current boundary system serves to geographically limit a taxi’s service area and this contributes to shortages.

In terms of ride-hailing services in rural areas, it would be more beneficial if boundaries were eliminated in order to ensure operators are able to thrive in sparsely populated areas, or if different less stringent criteria were applied to rural over urban (metropolitan) areas.

SUPPLY AND DEMAND

The Standing Committee has asked *“How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board’s current public convenience and necessity regime as it pertains to transportation network services?”*

In order to attempt to answer this question, Staff has prepared the following brief summary for Council’s consideration.

It appears that the crux of consumer and business concerns over vehicle-for-hire-services is supply. Basically, consumers demand more and better supply; the current system is set up in a way that controls supply through many variables, and hence this contributes to shortages.

Under the Passenger Transportation Board's "*public convenience and necessity regime*" individual applications for taxi licences are considered in a process where applicants must prove the need for their new service in advance and in the face of opposing interventions by competitors. Basically, new licences are accessed on a three (3) part test:

1. Is the applicant a legitimate/reasonable/responsible candidate?
2. Is there a demand for the service in the proposed area of service?
3. Is this good for the passenger transportation industry in general? (or is there opposition from the taxi industry)

Critics of this system feel that this is a historically, protectionist approach that favours those already invested in the taxi industry. It does not serve to ensure an adequate total supply of taxis, and the contested application process is a barrier to entry for new providers in both big cities and small communities.

The Hara Report recommended the Province go with a managed taxi supply, where supply can be expanded to its potential at a pace that offers some protection to the historical investment by current taxi service providers.

The Village of Pemberton's interest lies in expanding transportation service in our currently very underserved area, especially given the loss of Pemberton Taxi in July 2018 and the loss of Greyhound in October 2018. The Village of Pemberton has been working with neighbouring local governments and First Nations to bring regional transit to connect Mount Currie and downtown Vancouver.

In the meantime, it is suggested that the Village of Pemberton recommend that the Province consider replacing the present approach with a modernized regulatory framework which has an explicit intention of ensuring an adequate supply of taxis and ride share service drivers, especially in rural, presently underserved areas.

For the public, this means safety, reliability, and the opportunity to reduce emissions and traffic congestion by getting more single occupancy vehicles off Village roadways and Highway 99.

PRICE AND FARE CONSIDERATIONS

The Standing Committee has asked "*What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?*"

Staff recommends that the Village choose not to offer any input on this particular topic, outside of stating that price and fare regimes should be left to the free market to determine, as it is beyond the scope of the Village's interests to be commenting on this aspect of the regulations.

REQUIRED CLASS OF DRIVER'S LICENCE:

The Standing Committee has asked "*What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?*"

In order to answer this question, Staff has prepared the following brief for Council's consideration.

In British Columbia, ICBC has different types of licences for different needs. Commercial licences (those required to drive around other people for commercial gain) come in four (4) different categories. The most relevant and commonly known Commercial licence is a Class 4 (Restricted) which allows drivers to:

- drive taxis and limousines (up to 10 persons including the driver)
- drive passengers for a ride-hailing service
- drive ambulances
- drive special vehicles with a seating capacity of not more than 10 persons (including the driver) used to transport people with disabilities
- drive any vehicle in Class 5

On the other hand, the more common licence attained by most leisure drivers is a Class 5 driver's licence. This can be used to drive cars, vans, trucks, construction, utility vehicles and motorhomes. A Class 5 does not allow driving for commercial use.

The class of drivers' license that is needed to drive for ride-hailing services across Canada differs according to provincial government regulations. In Ontario, all drivers, passengers and vehicle owners using the listed ridesharing companies are allowed to use a type of insurance which covers them from the moment the app is turned on to the moment passengers exit the vehicle. When the app is turned off, the vehicle owner's personal auto insurance policy applies.

In Alberta, drivers must be authorized to provide pre-arranged passenger transportation services and the owners of those services are responsible for ensuring any transportation network driver has:

1. A Class 1, 2, or 4 Operator's Licence;
2. A Police Information Check (a Vulnerable Sector Screen must be provided on the initial application); and
3. Proof of insurance coverage that specifically covers driving a *transportation network automobile* for a TNC.

Class 1, 2 or 4 driver licences can be obtained at a Registry Agent in Alberta. A knowledge and road test are required, in addition to a medical fitness check. A Class 5 operator's licence is not sufficient for transportation network drivers.

Since the government of B.C introduced legislation to bring ridesharing to B.C., ICBC has been given time to prepare a new product aimed at drivers wishing to provide vehicle-for-hire-services. This product is expected to be ready by the fall of 2019.

According to ICBC's website, as of fall 2019, ICBC will sell a blanket insurance certificate to the ride-hailing company; not to the individual drivers. Essentially, drivers will be covered by the ride-hailing company's insurance when they are using their own private vehicle to provide ride-hailing services. (And their own insurance applies in other instances.)

The blanket insurance certificate will ensure anytime a British Columbian travels in a ride-hailing vehicle they have the peace of mind that the drivers and passengers are protected with the proper insurance in the event of an accident.

In terms of required class of driver's licence requirements, ICBC's website notes that as of fall 2019, drivers working for a ride-hailing service will also need a Class 4 (restricted) licence. This is a commercial driver's licence, which allows drivers to carry up to ten (10) persons including the driver.

Drivers will also need a licence approved by B.C.'s Passenger Transportation Board (PTB), vehicle inspections and other security checks. It will be the drivers' responsibility to ensure that they meet all necessary requirements to drive for a ride-hailing service.

The Village of Pemberton may wish to consider letting the Province know that it supports the proposed requirement of a Class 4 drivers licence. [Alternatively, if this is seen as being a bit too stringent, Council may wish to recommend that they feel that a Class 5 licence, with a clean driving abstract, a satisfactory criminal record check, a satisfactory health certificate and regular vehicle inspections based on the number of kilometers driven may be suffice.]

COMMUNICATIONS

There are no communications considerations at this time.

LEGAL CONSIDERATIONS

There are no legal, legislative or regulatory considerations at this time.

IMPACT ON BUDGET & STAFFING

There are no impacts to the budget or staff hours for considerations at this time, as this report was prepared by staff and no further work is anticipated.

INTERDEPARTMENTAL IMPACT & APPROVAL

The preparation of this report was incorporated into the daily routine of the Development Services Department and was accommodated with minimal interdepartmental impact.

IMPACT ON THE REGION OR NEIGHBOURING JURISDICTIONS

All local governments across the Province have been invited to submit comments on these four aspects of transportation network services/ride-hailing regulation. The Village's comments, if heeded, will optimally have a positive impact on the region and neighbouring jurisdictions, if they result in changes to the regulation to facilitate the availability of safe and appropriate ride-sharing services in rural and smaller communities.

For the public, this means safety, reliability, and the opportunity to reduce emissions and traffic congestion.

ALTERNATIVE OPTIONS

There are no alternative options for consideration outside of those mentioned in this report.

POTENTIAL GOVERNANCE CONSIDERATIONS

Providing input to the Special Standing Committee on Crown Corporations on the topic of transportation network services (ride hailing services) meets with the Village's:

- *Strategic Priority One: Economic Vitality* and support for local business opportunities that serve the needs of its residents; and
- *Strategic Priority Four: Social Responsibility* whereby the Village strives to create a strong and vibrant community

RECOMMENDATIONS

THAT Council gives direction to Staff on the request for input from the all-party Select Standing Committee on Crown Corporations invitation to comment on the following aspects of transportation network services (ride hailing or ridesharing) regulations, based on the Staff recommendations laid out in this report:

1. *What criteria should be considered when establishing boundaries?*

Criteria on the establishment of boundaries for rural and small communities should be less geographically stringent than that used for urban (metropolitan) areas in order to facilitate the economic feasibility and the sheer availability of transportation network services in currently underserved areas such as Pemberton.

2. *How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board's current public convenience and necessity regime as it pertains to transportation network services?*

The *public convenience and necessity regime* does not serve to adequately ensure supply based on consumer demand, in particular in small and rural areas. Regulations should serve the public first and foremost, by facilitating the delivery of safe and more sustainable transportation options for consumers.

3. *What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?*

Price and fare should be determined on a market supply and demand basis which will allow those interested in working in this area to be adequately compensated.

4. *What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?*

The Village of Pemberton supports the intention to require a Class 4 (Restricted) licence in order to ensure safety is an ultimate priority.

ATTACHMENTS:

Appendix A: Email Message from the Legislative Assembly, dated December 18, 2018

Prepared by:	Lisa Pedrini, Senior Planner
Manager and CAO Approval by:	Nikki Gilmore, CAO and Interim Manager of Operations and Development Services

From: info@civicinfo.bc.ca <info@civicinfo.bc.ca>
Sent: December 18, 2018 10:34 AM
To: info@civicinfo.bc.ca
Subject: Message from the Legislative Assembly of British Columbia

This message is being sent by CivicInfo BC to all BC Local Governments on behalf of the Legislative Assembly of British Columbia.

Subject: Call for Written Submissions - Select Standing Committee on Crown Corporations
Intended Recipient(s): Mayors/Chairs/Chief Administrative Officers
Attachments: None. See message below.

MESSAGE:

Dear Mayor and Council / Chair and Board,

On November 27, 2018, the Legislative Assembly of British Columbia authorized the all-party Select Standing Committee on Crown Corporations to conduct an inquiry into transportation network services (ride hailing services).

The Committee's Terms of Reference specifies that the Committee may only consider input on four areas of regulation. As part of its work, the Committee would like to invite you to provide a written submission focused on any or all of the following four topics:

- What criteria should be considered when establishing boundaries?
- How should regulations balance the supply of service with consumer demand, including the application of the Passenger Transportation Board's current public convenience and necessity regime as it pertains to transportation network services?
- What criteria should be considered when establishing price and fare regimes that balance affordability with reasonable business rates of return for service providers?
- What class of drivers' licence should be required for ride-hailing drivers to ensure a robust safety regime without creating an undue barrier for drivers?

Should you wish to participate, would you kindly provide a written submission in pdf or word format to CrownCorporationsCommittee@leg.bc.ca by **Friday, February 1, 2019**. Written submissions may be 500 words in length, with an additional 1000 words to answer each of the questions above for a maximum of 4500 words.

Submissions to parliamentary committees are considered public documents and may be published on the Committee's website or made available to interested parties upon request following the release of the Committee's report.

Further information on the work of the Committee, including a list of Members and the Committee's Terms of Reference, is available online at: <https://www.leg.bc.ca/cmt/cc>

If you have any questions about the work of the Committee, please contact the Parliamentary Committees Office at 250-356-2933 or CrownCorporationsCommittee@leg.bc.ca.

On behalf of the Committee, thank you for your consideration of this invitation. We look forward to your participation.

Sincerely,

Bowinn Ma, MLA (North Vancouver-Lonsdale), Chair
Stephanie Cadieux, MLA (Surrey South), Deputy Chair

cc: Susan Sourial, Clerk to the Committee

Select Standing Committee on Crown Corporations
c/o Parliamentary Committees Office
Room 224, Parliament Buildings, Victoria, BC V8V 1X4

The information transmitted herein is confidential and may contain privileged information. It is intended solely for the person or entity to which it is addressed. Any review, retransmission, dissemination, taking of any action in reliance upon, or other use of this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please notify the sender and delete or destroy all digital and printed copies.

CivicInfo BC makes no representations or warranties whatsoever, either expressed or implied, with respect to the accuracy, reliability or suitability for any purpose, of the information contained or referenced in this message.

Date: January 22, 2019

To: Nikki Gilmore, Chief Administrative Officer

From: Sheena Fraser, Manager, Corporate & Legislative Services

Subject: Permissive Tax Exemption Bylaws:
Pemberton Childcare Society – Bylaw No. 850, 2019
Pemberton Lion's Activities Society - Bylaw No. 851, 2019
Pemberton Community Church – Bylaw No. 852, 2019
Pemberton Legion – Bylaw No. 853, 2019

PURPOSE

The purpose of the report is to present to Council the above noted Permissive Tax Exemption Bylaws for First, Second and Third Readings.

BACKGROUND

Recognizing the significant value of organizations and groups in our community, a permissive tax exemption is a means for Council to support organizations that further Council's objective to enhance the quality of life while delivering services economically. Land and improvements noted below, which are set apart and in use for not for profit activities, request exemption from municipal taxation under Section 224 (2) (a) of the *Community Charter*. A Permissive Tax Exemption may be granted up to a maximum of ten (10) years. A Permissive Tax Exemption Bylaw must be adopted prior to October 31st for it to be in effect for the following tax year.

In 2013, Council established the Permissive Tax Exemption Policy, the purpose of which, "*is to ensure that the organizations applying for a permissive tax exemption meet the criteria and that the application process is consistent and meets the goals, policies and general operating principles of the Village.*" A copy of the Permissive Tax Exemption Policy is attached as **Appendix A**.

DISCUSSION & COMMENTS

In October, 2018 Council through adoption of Permissive Tax Exemption Bylaws for the Pemberton Children's Society, the Pemberton Lion's Activities Society, Pemberton Community Church and Pemberton Legion, granted each agency a ten (10) year exemption which was to be for the period of (2019 – 2028). Unfortunately, due to a clerical error, the exemption was granted for an eleven year period (2019-2029) which is not permitted under the *Community Charter* as the maximum exemption may only be for a ten (10) year period.

As such, the Bylaws brought forward in October must be repealed and new Bylaws brought forward for adoption. This action will not impact the application of the tax exemption for the above noted agencies for 2019.

The Permissive Tax Exemption Bylaws are attached as follows:

Appendix B: Permissive Tax Exemption (Pemberton Childcare Society) Bylaw No. 850, 2019

Appendix C: Permissive Tax Exemption (Pemberton Lion's Activities Society) Bylaw No. 851, 2019

Appendix D: Permissive Tax Exemption (Pemberton Community Church) Bylaw No. 852, 2019

Appendix E: Permissive Tax Exemption (Pemberton Legion) Bylaw No. 853, 2019

COMMUNICATIONS

The Village provided Notice as per the requirements of Section 94 of the *Community Charter* in order to meet the legislative obligations through advertisements in the local newspaper on January 10th and January 17th, 2019.

Notice was also provided through the Village ENEWS.

Staff has advised each agency of this need to correct the current bylaws and advised that the bylaws will be presented for reconsideration on January 22, 2019.

LEGAL CONSIDERATIONS

There are no legal considerations at this time.

IMPACT ON BUDGET & STAFFING

The following is the estimated forgone revenue for the Permissive Tax Exemption Bylaws presented:

Property	(Number) Years	Municipal Revenue Forgone, Year(s) 1, 2 and 3
<i>Pemberton Child Care Society</i>		
Lot B, Plan Number KAP84778, District Lot 203	10	\$1,441, \$1,470, \$1,499
<i>Pemberton Community Church</i>		
Lot 1, Plan Number KAP11025, District Lot 203	10	\$475, \$484, \$494
<i>Pemberton Lions Activities Society</i>		
Lot 25, Plan Number KAP883, District Lot 165	10	\$3,168, \$3,231, \$3,296
<i>Royal Canadian Legion</i>		
Lot 9, Plan Number KAP1624, District Lot 203	10	\$1,512, \$1,542, \$1,573

INTERDEPARTMENTAL IMPACT & APPROVAL

The processing of exemptions has been facilitated through the Department of Finance and Administrative Services with the support of Corporate and Legislative Services.

ALTERNATIVE OPTIONS

There are no alternatives provided for consideration at this time.

POTENTIAL GOVERNANCE CONSIDERATIONS

Providing Permissive Tax Exemptions support Strategic Theme One: Good Governance whereby the Village is committed to citizen engagement, being an open, honest and accountable government.

RECOMMENDATION

THAT Village of Pemberton Permissive Tax Exemption (Pemberton Childcare Society) Bylaw No 850, 2019 receive First, Second and Third Readings.

THAT Village of Pemberton Permissive Tax Exemption (Pemberton Lion's Activities Society) Bylaw No 851, 2019 receive First, Second and Third Readings.

THAT Village of Pemberton Permissive Tax Exemption (Pemberton Community Church) Bylaw No 852, 2019 receive First, Second and Third Readings.

THAT Village of Pemberton Permissive Tax Exemption (Pemberton Legion) Bylaw No 853, 2019 receive First, Second and Third Readings.

Attachments:

Appendix A: Permissive Tax Exemption Policy

Appendix B: Permissive Tax Exemption (Pemberton Childcare Society) Bylaw No. 850, 2019

Appendix C: Permissive Tax Exemption (Pemberton Lion's Activities Society) Bylaw No. 851, 2019

Appendix D: Permissive Tax Exemption (Pemberton Community Church) Bylaw No. 852, 2019

Appendix E: Permissive Tax Exemption (Pemberton Legion) Bylaw No. 853, 2019

Submitted by:	Sheena Fraser, Manager, Corporate & Legislative Services
CAO Approval by:	Nikki Gilmore, Chief Administrative Officer

Permissive Tax Exemption Policy

Department:	Finance	Policy No.:	FIN-002
Sub-department:		Created By:	Nikki Gilmore
Approved By:	Council	Amended By:	Council
Approved Date:	20 June 2006	Amendment Date:	4 June 2013
Meeting No.:	1160	Meeting No.:	1336

POLICY

The Village of Pemberton recognizes the significant value of organizations and groups in our community who provide worthwhile programs and services to our residents. A permissive tax exemption, provided under Section 224 of the *Community Charter*, is a means for Council to support organizations within the community that further Council's objective to enhance the quality of life while delivering services economically.

POLICY PURPOSE

The purpose of this policy is to ensure that the organizations applying for a permissive tax exemption meet the criteria and that the application process is consistent and meets the goals, policies and general operating principles of the Village.. The sources of Municipal revenue are limited and a request for an exemption must be considered in concert with other needs of the Village. Council will determine the amount of revenue to be foregone by permissive tax exemptions for non-profit organizations. Council at its sole discretion may grant varying percentages of tax exemptions up to 100% of the tax exemption.

Exemptions are not given to services that are otherwise provided on a private or for profit bases. This would provide an unfair competitive advantage and is not permitted as per Section 25 of the *Community Charter*.

Requests for permissive tax exemptions for organizations whose facilities are outside the boundaries of the Village of Pemberton will not be considered.

ELIGIBILITY CRITERIA

Eligibility for exemption should be based on the principal use of the property. To be eligible for a permissive tax exemption, an organization must comply with all of the eligibility criteria outlined below. There is no obligation on the part of Council to grant permissive tax exemptions in any given year. At Council's discretion, any of the following criteria requirements, except those legislated through the *Community Charter*, may be waived.

A property may be eligible for the exemption if the applicant meets all the following criteria:

- a) Is the registered owner of the property, or a tenant under a lease requiring it to pay taxes directly to the Village.
- b) Is a British Columbia registered charity or non-profit Society.

- c) Qualifies for an exemption under the provisions of the *Community Charter* (Part 7, Division 7, Section 224) (other incidental uses would not disqualify the applicant but, if substantial, will reduce the percentage of exemption).
- d) Principal use meets Council's objectives.
- e) Provide benefits and accessibility to the residents of the Village of Pemberton.
- f) Village of Pemberton Residents must be the primary beneficiaries of the organization's services.
- g) Provides a service supporting the social, spiritual, cultural, educational or physical well-being of the community.
- h) Is in compliance with Village policies, plans, bylaws, and regulations (ie. Business licencing, zoning, building, etc.)

Places of Worship must meet the following criteria:

- a) Qualify for an exemption under the provisions of the *Community Charter* (Part 7, Division 7, Section 220 and 224).
- b) The land surrounding the Place of Worship building will be exempt to the extent that the building is sitting on the lot. Empty lots in the proximity of the Place of Worship building will not be exempt.
- c) Vacant land held for future use and/or investment will not be exempt.
Property used exclusively for parking unless in direct relationship to the Place of Worship will not be exempt.

PROCEDURE

- Council will consider applications for permissive tax exemption annually.
- The opportunity to apply for permissive tax exemption will be advertised once in the local newspaper and on the Village's website. Applications will be mailed to tax exemption recipients designated in the preceding tax year commencing June 1st of each year.
- Applications must be submitted to the Finance Department, using the prescribed application form, before June 30th of each year.
- The Finance Department will review the applications for completeness and arrange contact with applicants for additional information as necessary.
- Application submissions must include, but are not limited to, the following:
 - Completed application form
 - Copy of financial statements for last three (3) years (except in the case of an exemption being applied for annually in which case only the financial statement of the previous year may be required).
 - Copy of Registered Charity or Non-Profit Information return for previous year
 - Copy of title certificate or lease agreement, as applicable
 - Description of programs/services/benefits delivered from the subject lands/improvements including participant numbers, volunteer hours, fees charged for participation, benefits to the community
 - Description of any 3rd party use of the subject land/improvements including user group names, fees charged, terms of use

- The Finance Department will prepare a Summary Report, the Permissive Tax Exemption bylaws and public notice by the end of August. Public Notice, in accordance with *Community Charter* section 94, must be placed in 2 successive papers prior to adoption of the bylaw. Notice will also be posted on the Village's website.
- A representative from the organization seeking a Permissive Tax Exemption must be in attendance at the Council Meeting at which the Summary Report is being presented to Council. Attendance may also be required at the Council Meeting which the Bylaw is being considered for First, Second and Third Readings.
- The Permissive Tax Exemption bylaws must be adopted and notice given to BC Assessment for those properties receiving exemption prior to October 31st.
- Letters will be mailed to recipients notifying them of their exemption status for the following year.
- Late applicants will be held until the next review cycle.

APPENDIX A

General authority for permissive exemptions

224 (2) Tax exemptions may be provided under this section for the following:

(a) land or improvements that

(i) are owned or held by a charitable, philanthropic or other not for profit corporation, and

(ii) the council considers are used for a purpose that is directly related to the purposes of the corporation;

(b) land or improvements that

(i) are owned or held by a municipality, regional district or other local authority, and

(ii) the council considers are used for a purpose of the local authority;

(c) land or improvements that the council considers would otherwise qualify for exemption under section 220 [*general statutory exemptions*] were it not for a secondary use;

(d) the interest of a public authority, local authority or any other corporation or organization in land or improvements that are used or occupied by the corporation or organization if

(i) the land or improvements are owned by a public authority or local authority, and

(ii) the land or improvements are used by the corporation or organization for a purpose in relation to which an exemption under this Division or Division 6 of this Part would apply or could be provided if the land or improvements were owned by that corporation or organization;

(e) the interest of a public authority, local authority or any other corporation or organization in land or improvements that are used or occupied by the corporation or organization if

(i) the land or improvements are owned by a person who is providing a municipal service under a partnering agreement,

(ii) an exemption under section 225 [*partnering and other special tax exemption authority*] would be available for the land or improvements in

relation to the partnering agreement if they were used in relation to the service,

(iii) the partnering agreement expressly contemplates that the council may provide an exemption under this provision, and

(iv) the land or improvements are used by the corporation or organization for a purpose in relation to which an exemption under this Division or Division 6 of this Part would apply or could be provided if the land or improvements were owned by that corporation or organization;

(f) in relation to property that is exempt under section 220 (1) (h) [*buildings for public worship*],

(i) an area of land surrounding the exempt building,

(ii) a hall that the council considers is necessary to the exempt building and the land on which the hall stands, and

(iii) an area of land surrounding a hall that is exempt under subparagraph (ii);

(g) land or improvements used or occupied by a religious organization, as tenant or licensee, for the purpose of public worship or for the purposes of a hall that the council considers is necessary to land or improvements so used or occupied;

(h) in relation to property that is exempt under section 220 (1) (i) [*seniors' homes*],

(j) [*hospitals*] or (l) [*private schools*], any area of land surrounding the exempt building;

(i) land or improvements owned or held by an athletic or service club or association and used as a public park or recreation ground or for public athletic or recreational purposes;

(j) land or improvements owned or held by a person or organization and operated as a private hospital licensed under the *Hospital Act* or as a licensed community care facility, or registered assisted living residence, under the *Community Care and Assisted Living Act*,

(k) land or improvements for which a grant has been made, after March 31, 1974, under the *Housing Construction (Elderly Citizens) Act* before its repeal.

VILLAGE OF PEMBERTON

BYLAW No. 850, 2019

Permissive Tax Exemption for the Pemberton Childcare Society

A Bylaw to Provide for a Permissive Tax Exemption for the Pemberton Childcare Society

WHEREAS pursuant to Section 224 (2) (a) of the *Community Charter*, the Council may, by bylaw exempt certain land, improvements or both from taxation;

AND WHEREAS it is deemed advisable to enact a new bylaw granting exemption to the Pemberton Childcare Society;

NOW THEREFORE the Council of the Village of Pemberton in open meeting assembled enacts as follows:

1. The land hereinafter described and the improvements thereon which are set apart and in use for not for profit activities, are hereby exempt from taxation under Section 224 (2) (a) of the *Community Charter* for ten (10) year period from 2019 – 2028:

(a) Lot B, KAP 84778, District Lot 203, Lillooet Land District
PID 027-219-313

2. This Bylaw may be cited for all purposes as the “Village of Pemberton Tax Exemption (Pemberton Childcare Society) Bylaw No. 850, 2019.”

1. This Bylaw repeals Village of Tax Exemption (Pemberton Childcare Society) Bylaw No. 834, 2018.

NOTICE OF INTENTION TO PROVIDE a Permissive Tax Exemption to the Pemberton Childcare Society was **PUBLISHED IN** the Pique Newsmagazine on January 10, 2019 and January 17, 2019.

READ A FIRST TIME this ____ day of ____, 2019

READ A SECOND TIME this ____ day of ____, 2019.

READ A THIRD TIME this ____ day of ____, 2019.

ADOPTED this ____ day of ____, 2019.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

VILLAGE OF PEMBERTON

BYLAW No. 851, 2019

Permissive Tax Exemption for the Pemberton Lions Activities Society

A Bylaw to Provide for a Permissive Tax Exemption for the Pemberton Lions Activities Society

WHEREAS pursuant to Section 224 (2) (a) of the *Community Charter*, the Council may, by bylaw exempt certain land, improvements or both from taxation;

AND WHEREAS it is deemed advisable to enact a new bylaw granting exemption to the Pemberton Lion's Society;

NOW THEREFORE the Council of the Village of Pemberton in open meeting assembled enacts as follows:

1. The land hereinafter described and the improvements thereon which are set apart and in use for not for profit activities, are hereby exempt from taxation under Section 224 (2) (a) of the *Community Charter* for a ten (10) year period from 2019 – 2028:
 - (a) Lot 25, Plan 883, District Lot 165, Lillooet Land District
PID 004-765-923
2. This Bylaw may be cited for all purposes as the "Village of Pemberton Tax Exemption (Pemberton Lions Activities Society) Bylaw No. 851, 2019."
1. This Bylaw repeals Village of Pemberton Tax Exemption (Pemberton Lions Activities Society) Bylaw No. 835, 2018.

NOTICE OF INTENTION TO PROVIDE a Permissive Tax Exemption to the Pemberton Lions Activities Society was **PUBLISHED IN** the Pique Newsmagazine on January 10, 2019 and January 17, 2019.

READ A FIRST TIME this ____ day of _____, 2019.

READ A SECOND TIME this ____ day of _____, 2019.

READ A THIRD TIME this ____ day of _____, 2019.

ADOPTED this ____ day of _____, 2019.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

VILLAGE OF PEMBERTON

BYLAW No. 852, 2019

Permissive Tax Exemption for the Pemberton Community Church

A Bylaw to Provide for a Permissive Tax Exemption for Pemberton Community Church.

WHEREAS pursuant to Section 224 (2) (f) of the *Community Charter*, the Council may, by bylaw exempt certain land, improvements or both from taxation;

AND WHEREAS it is deemed advisable to enact a new bylaw granting exemption in relation to property that is exempt in part under Section 220 (1) (h) for buildings for public worship;

NOW THEREFORE the Council of the Village of Pemberton in open meeting assembled enacts as follows:

1. The portion of the land hereinafter described which is the entirety of the said lands surrounding the exempt church which is set apart and in use for the purpose of public worship, is hereby exempted from municipal property taxation under Section 224 (2) (f) of the *Community Charter* for a ten (10) year period from 2019 until 2028:
 - (a) Lot 1, Plan 11025, District Lot 203, Lillooet Land District.
2. This Bylaw may be cited for all purposes as the "Village of Pemberton Tax Exemption (Pemberton Community Church) Bylaw No. 852, 2019".
3. This Bylaw repeals Village of Pemberton Tax Exemption (Pemberton Community Church) Bylaw No. 836, 2018.

NOTICE OF INTENTION TO PROVIDE a Permissive Tax Exemption to the Pemberton Childcare Society was **PUBLISHED IN** the Pique Newsmagazine on January 10, 2019 and January 17, 2019.

READ A FIRST TIME this ____ day of ____, 2019.

READ A SECOND TIME this ____ day of ____, 2019.

READ A THIRD TIME this ____ day of ____, 2019.

ADOPTED this ____ day of ____, 2019

Mike Richman
Mayor

Sheena Fraser
Corporate Officer

VILLAGE OF PEMBERTON

BYLAW No. 853, 2019

Permissive Tax Exemption for the Pemberton Legion

A Bylaw to Provide for a Permissive Tax Exemption for the Pemberton Legion

WHEREAS pursuant to Section 224 (2) (a) of the *Community Charter*, the Council may, by bylaw exempt certain land, improvements or both from taxation;

AND WHEREAS it is deemed advisable to enact a new bylaw granting exemption to the Pemberton Legion;

NOW THEREFORE the Council of the Village of Pemberton in open meeting assembled enacts as follows:

1. The land hereinafter described and the improvements thereon which are set apart and in use for not for profit activities, are hereby exempt from taxation under Section 224 (2) (a) of the *Community Charter* for ten (10) year period from 2019 – 2028:

(a) Lot 9, KAP1624, District Lot 203, LLD

2. This Bylaw may be cited for all purposes as the “Village of Pemberton Tax Exemption (Pemberton Legion) Bylaw No. 853, 2019.”
3. This Bylaw repeals Village of Pemberton Tax Exemption (Pemberton Legion) Bylaw No. 837, 2018.

NOTICE OF INTENTION TO PROVIDE a Permissive Tax Exemption to the Pemberton Legion was **PUBLISHED IN** the Pique Newsmagazine on January 10, 2019 and January 17, 2019.

READ A FIRST TIME this ____ day of ____, 2019.

READ A SECOND TIME this ____ day of ____, 2019.

READ A THIRD TIME this ____ day of ____, 2019.

ADOPTED this ____ day of ____, 2019.

Mike Richman
Mayor

Sheena Fraser
Corporate Officer



RECEIVED

JAN 15 2019

Village of Pemberton

January 7, 2019

Ref: 207062

To Mayors:

I am pleased to announce the launch of the 2019 Premier's Awards for Excellence in Education effective today. Following a successful inaugural year for the Awards program this past year, Government is once again proud to recognize the enormous contributions of British Columbia's exceptional teachers, administrators and support staff who are vital to the cultural, economic and social well-being of the province. The Awards recognize all outstanding education professionals who have made exceptional contributions to benefit their school, students and their communities.

The Awards are open to all education professionals within the BC K12 public, independent, band or international school systems. This year, Awards will be given in the following categories:

- Community Engagement
- District Leadership
- Extracurricular Leadership
- Indigenous Education
- Outstanding New Teacher
- Outstanding Support (School Community)
- Outstanding Support (Teaching Assistant)
- School Leadership
- Social Equity and Diversity
- Technology and Innovation

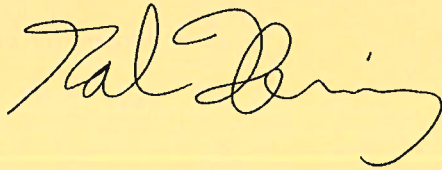
Nominations are now open and are welcomed from all BC citizens, including students, parents, teachers, administrators, trustees and community organizations. The deadline for nominations is March 31, 2019.

Additional information on the Awards, including a downloadable poster and brochure, can be found on the Premier's Awards for Excellence in Education website at www.gov.bc.ca/excellenceineducation.

.../2

Thank you in advance for your participation in promoting the Premier's Awards for Excellence in Education and assisting to ensure that British Columbia's very best receive the recognition that they deserve.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob Fleming". The signature is fluid and cursive, with the first name "Rob" and last name "Fleming" clearly distinguishable.

Rob Fleming
Minister

Enclosure

NOMINATIONS NOW OPEN



EXCELLENCE IN EDUCATION



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BRITISH
COLUMBIA

January 10 2019

Village of Pemberton
PO Box 100
Pemberton, BC
V0N 2L0

To: Village of Pemberton Mayor and Council

Re: Squamish Lillooet Regional Food Task Force Request for Support

We are writing to seek your support to further the work of the Squamish Lillooet Regional Food Task Force.

The Squamish-Lillooet Food Project is an initiative of the Whistler Centre for Sustainability and supported by numerous agencies. It was developed to advance region-wide initiatives that will help to create a more sustainable food system in the Squamish-Lillooet region. The vision of the project is to support healthy people, a healthy planet, and regional prosperity. It builds on existing plans and policies in the Squamish-Lillooet region, and identifies internal gaps and best practices from other regions that can be adapted for this region.

We began this project in December 2017 by creating a framework for an action plan that addressed the complete food system over eight components, from land and production, to processing and distribution, to consumption and waste. A Task Force, comprised of stakeholders from across the region and from various sectors of the food system (including a representative from the Village of Pemberton) was created, and met four times over the course of a year to: develop a vision and goals for the regional food system; create a strengths, weaknesses, opportunities and threats (SWOT) analysis; review all background materials; and identify a set of potential actions that could advance regional food sustainability. The potential actions were then prioritized into an action plan with identified lead organizations, and a specific implementation plan was developed for each action. Lead organizations, our implementation partners, are now in the process of implementation of the prioritized actions.

Implementation partners include the Village of Pemberton, Squamish Lillooet Regional District, MarketWurks, Lillooet Agricultural Food Society, Squamish Climate Action Network, and Squamish Food Policy Council, and AWARE Whistler, with more partners being recruited as the project progresses. This initiative is strongly aligned with goals and objectives in regional agricultural policies and plans that can assist local government to achieving their agricultural goals.

The eight regional food actions are:

- 1) Agriculture Land Awareness Resource/ Collateral: Design or redesign an educational resource for realtors/newcomers for clients who are considering purchasing ALR or farmland (non-ALR) in any of the regional communities.
- 2) B.C. Small Scale Meat Producers' Association Representative: Identify and support an individual to be the Sea to Sky regional representative for the B.C. Small-Scale Meat Producers' Association, which advocates for regulation reform and associated legislative compliance to grow and promote the industry. The regional representative will identify opportunities for collaboration, stay alert to local funding opportunities, and inform the B.C. Small Scale Meat Producers Association of local issues.
- 3) Virtual Food Hub: This action builds on a previous Lillooet Food Hub business plan and expands the scope of the plan to take a regional approach. The business plan will focus on the creation of a regional online food hub that hosts an inventory of local products that anyone (restaurants, etc.) can buy. Farmers upload fresh sheets and when orders are placed, farmers bring their products to a central location where buyers can pick them up, or a delivery truck can transport products between Lillooet/Pemberton/Whistler/ Squamish, and potentially to Vancouver. The deliverables of this specific action item are: a regional Food Hub business plan; a marketing strategy; and an education strategy.
- 4) Food Nutrition Literacy Initiative: Develop food literacy information that describes what food \$20 can buy, along with nutrition facts. Examples of junk food vs. nutritious food will also be shown.
- 5) Food skills training / Cooking classes / Local food in school: Undertake an inventory of food education in schools and the community (including food skills training/local food in schools/healthy lunch/nutrition education) to develop a gap analysis of what is currently missing. Advocate/work with school districts to implement broader/universal food literacy classes.
- 6) Promote Sustainable Food Packaging: Engage businesses and grocery stores to encourage them to have package free options, and promote compostable, rather than biodegradable, take-away containers.
- 7) Policy – Zero Food Waste: Develop and implement a policy and education program to divert all organic waste from the landfill. Work with government bodies to encourage them to consider curbside programs and conduct waste audits. Work with one grocery store or restaurant to conduct a pilot project to divert organics to compost facility and/or partner with local farmers to provide livestock fodder.

- 8) Regional Food Procurement Policy: Design and develop a regional food procurement policy that can be adopted by local municipalities, organizations and businesses. Engage with local organizations to encourage and support use of the regional food procurement policy.

The Whistler Centre for Sustainability recently secured \$58,000 in funding over two years from the Vancouver Foundation to enable us to continue to support the Food Task Force. However, we require matching funds to proceed with the grant agreement. As such, the Whistler Centre for Sustainability is reaching out to our aligned local partners and local governments to help us secure the required matching funds. Therefore, we are respectfully requesting \$2000 from the Village of Pemberton for 2019. With these funds we will:

- Continue to host and facilitate Food Task Force meetings twice a year
- Assist partners with implementation of actions
- Support implementation partners by assisting them to apply for grant funding for their action items if and as required
- Track and report on implementation progress

Thank you for your time and consideration of this initiative and our funding request.

Sincerely,



Cheeying Ho
Executive Director

Att: Squamish Lillooet Food Project Task Force Terms of Reference

Squamish Lillooet Food Project Task Force
Terms of Reference
July 2018

Mandate

The Task Force (TF) will:

- Continue to provide leadership, expertise and input to guide the implementation of priority actions for the project;
- Participate in ongoing action planning processes;
- Assist in supporting grant application efforts, as required;
- Advise funders and project consultants (e.g. the Real Estate Foundation BC and the Whistler Centre for Sustainability) on the progress of implementation actions as requested;
- Discuss, identify, and incorporate new opportunities for implementation into the list of priority actions as they arise; and
- Assist with project communications, engagement and promotion as necessary.

Composition

The TF will be comprised of no more than twenty (20) members in total, in order to maintain effective communication and meaningful engagement. The TF shall be comprised of members who represent the following food system areas or regional partner organizations:

1. Production (up to 3)
2. Processing (1)
3. Distribution (1)
4. Retail (1)
5. Restaurant (1)
6. Waste Management (1)
7. SLRD (1)
8. St'át'imc (1)
9. Lil'wat Nation (1)
10. Squamish Nation (1)
11. RMOW (1)
12. District of Squamish (1)
13. Village of Pemberton (1)
14. District of Lillooet (1)
15. Pemberton Farmers Institute (1)

16. LAFS (1)
17. Squamish Climate Action Network (1)
18. Vancouver Coastal Health (1)
19. Interior Health (1)
20. Food bank/community services (1)

Time Commitment

It is expected that there will be two TF meetings per year. As preparation will be crucial to ensure meetings are efficient and effective, TF members are asked to spend some time in advance of the meetings to review materials and prepare input.

It is estimated that the time commitment for the above will be approximately 4 hours per meeting.

Terms

1. The TF shall serve for a time period of approximately two years, leading to the completion of the priority action(s) that they or their organization is leading or supporting.
2. TF members should endeavour to attend all meetings. If a member cannot attend a meeting, it is expected that s/he provide her/his input to the project team using an alternative method (e.g. via email or phone call).
3. All members of the TF shall serve without remuneration.

Meeting Procedures

1. The TF meetings will be designed and facilitated by a project leader (e.g. Whistler Centre or other appointed organization).
2. Meetings will be held in Pemberton in order to accommodate those travelling from Lillooet. Whenever possible, a call-in option will be made available to minimize travel for members.
3. Information critical to the project will be shared via email.
4. The TF will endeavor to meet at least two times a year.
5. The TF will work towards agreement in decision making.
6. Confidentiality: To ensure a safe environment for dialogue, members should convey the ideas and experiences of the meeting to others outside the group only in a very general manner and without attributing specific ideas or statements to any identifiable individual.



November 30, 2018

His Worship Mayor Mike Richman and Council
Village of Pemberton
Box 100, 7400 Prospect Street
Pemberton, BC
V0N 2L0

Dear Mayor Mike Richman and Council:

Congratulations on your October 20, 2018 election. Thank you for offering your dedication, skills, expertise and ideas to serve the citizens in your community.

E-Comm enjoys a strong public safety relationship with the Village of Pemberton. We are your Public Safety Answer Point – the first point of contact – for people in your community when they call 9-1-1 to get help from police, fire or ambulance. In addition, we provide police and fire dispatch services to Sea to Sky RCMP, Stl'atl'imx Tribal Police, and Pemberton Fire Rescue, to help officers and firefighters reach people and property in emergency situations.

I would like to invite you and your council for a tour of our E-Comm facility at your convenience so you can see call takers and dispatchers in action as they handle more than 4,000 9-1-1 calls per day from communities around our province.

Further, E-Comm and all 9-1-1 network and service providers across Canada are working diligently to modernize 9-1-1 infrastructure as we prepare for an initiative known as Next Generation 9-1-1. We are setting the stage for future changes in the way people contact 9-1-1, including text messaging when a phone call is simply not possible.

To that end, we have spent much of 2018 working with our Board of Directors, staff and public safety stakeholders to develop a new strategic plan – the roadmap that will help guide E-Comm as we continue to help save lives and protect property in British Columbia.

I look forward to sharing this plan with your council in spring 2019. In the meantime, I invite you to visit our website at www.ecomm911.ca for more information about our services.

Once again, congratulations on being elected to serve the people in your community.

Respectfully,

A handwritten signature in black ink, appearing to read "Oliver Grüter-Andrew".

Oliver Grüter-Andrew
President and CEO
E-Comm, Emergency Communications for British Columbia Incorporated
604.215.5002
oliver.gruter-andrew@ecomm911.ca



Pamela Goldsmith-Jones

Member of Parliament
West Vancouver - Sunshine Coast - Sea to Sky Country

December 7, 2018

Gilles Valade, Executive Director
Avalanche Canada
Box 560,
Revelstoke, BC V0E 2S0

Dear Gilles,

It was a pleasure to speak with you last spring about the steps we can take to increase safety and prevent losses from avalanches in Canada's winter recreation industry. I would like to congratulate you and the whole team at Avalanche Canada on achieving a one-time endowment of \$25 million in 2018-19 to ensure that Canadians are better informed of the risks that avalanches pose and how to stay safe in back-country areas.

On behalf of those I represent, and the thousands of visitors to West Vancouver-Sunshine Coast-Sea to Sky Country, we appreciate your dedication to safety on the mountains.

Sincerely,

Pamela Goldsmith-Jones, M.P.
West Vancouver-Sunshine Coast-Sea to Sky Country

cc: Mayor and Council, Village of Pemberton
Mayor and Council, Resort Municipality of Whistler
Mayor and Council, District of Squamish
Mayor and Council, Village of Lions Bay
Mayor and Council, District of West Vancouver
Richard Kinar

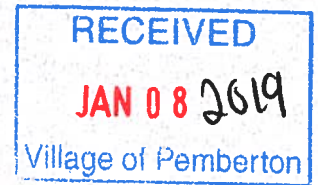
Confederation Building, Room 583 | 6367 Bruce Street
Ottawa, ON K1A 0A6 | West Vancouver, BC V7W 2G5
Tel: 613 947 4617 Fax: 613 947 4620 | Tel: 604 913 2660 Fax: 604 913 2664
pam.goldsmith-jones@parl.gc.ca
www.pgoldsmithjones.ca

Village of Pemberton
Regular Council Meeting No. 1485
Tuesday, January 22, 2019



07 December, 2018

Pemberton (Village)
7400 Prospect Street
Pemberton, BC V0N 2L0



Dear Mayor and Council,

Re: Your local climate change impacts and the fossil fuel industry

Congratulations on your election as the Mayor and Council of Pemberton. We know that you have each run because you want to help your community be as strong as it can.

We are writing further to our January 25th, 2017 letter (copy enclosed), to again ask you to take action to protect your community and taxpayers from the impacts and costs of climate change by holding fossil fuel companies accountable for a share of those climate costs. Specifically, we would like you to:

- a. Begin tracking the costs of climate change that are being incurred by your community; and
- b. Join the more than a dozen BC local governments that have sent Climate Accountability Letters to 20 of the world's largest fossil fuel companies demanding that they pay a share of the costs of climate change.

Understanding the costs of climate change

A large majority of the local government mayors and councillors that we've spoken with since our initial letter was sent know that climate change is harming their communities.

Some communities have been on the front-lines, with evacuations and destruction from wildfires, floods and droughts that were almost certainly made worse due to climate change. But even communities which have not faced such catastrophic events are finding that the costs of building and maintaining infrastructure such as roads, storm-drains, sea-walls, and other structures impacted by weather or which have to be designed with future climatic conditions in mind, are higher than they used to be, due to the reality of a changing climate.

There are also real costs in planning for climate change adaptation and implementing those plans, even if, in the long run, those steps will save taxpayer dollars (by avoiding even greater climate costs). Responsible financial managers know that they need to take action to prepare their communities for climate change, and to avoid massive future catastrophes.

While a handful of municipalities have begun to estimate what their current¹ and future climate costs² are likely to be, most local governments have not yet turned their minds to this important question – which is

¹ For example, the City of Powell River (Minutes, 15 March 2018, Agenda Item 7-7), instructed its staff to "incorporate climate change adaptation and mitigation costs into the City's Asset Management Plans."

² For example, City of Vancouver staff have estimated the costs of municipal infrastructure required to address sea-level rise to 2100 at \$1 billion: <https://council.vancouver.ca/20180725/documents/pspc2.pdf>.

unfortunate, because it undermines their ability to manage for financial pressures and prepare their communities for climate change.

In the age of climate change, responsible financial management demands that we start to get a handle on what climate change is costing, and will cost, our communities, and begin the discussion of how we will collectively pay for those costs.

We hope that you will instruct your staff to begin identifying and tracking climate change costs through your existing assessment and infrastructure planning and management, climate adaptation planning and other steps related to climate change.

Seeking costs recovery

In our January 25th, 2017 letter we challenged your community to take action to hold fossil fuel companies accountable for a share of the costs of climate change that your community is experiencing. Here are two good reasons that a growing number of communities in BC and elsewhere are doing just that.

1. Fiscal responsibility

As local governments struggle to come to grips with the rising tide of climate change costs, it's becoming increasingly important to ask how we will collectively pay for those costs. While the provincial or federal governments may help, it's unrealistic to demand that taxpayers (whether local, provincial or federal) pay 100% of the costs, while fossil fuel companies take no responsibility for the harm caused by their products, while pocketing billions of dollars in profits.

We know that our communities are built around the automobile and cheap fossil fuels, and taxpayers will need to pay some of the costs of climate change. But that doesn't mean that the companies which profited most from the fossil fuel economy shouldn't pay their fair share.

Indeed, it would be fiscally irresponsible for BC's municipalities to pass 100% of those costs on to their taxpayers without seeking to recover some share of those costs from corporations which have directly profited from fossil fuel extraction and sales. Just 20 global fossil fuel companies are responsible, through their products and operations, for almost 30% of greenhouse gas emissions in the atmosphere today.³

According to a 2017 poll conducted by Justason Market Intelligence (JMI), 82% of British Columbians support the basic idea that fossil fuel companies should pay a share of the costs of climate change. There is broad support in every region of the province.

2. Fighting climate change

When powerful corporations profit from pollution, while the public pays the true costs, those companies have a strong economic incentive to keep on producing polluting products. Chevron, Exxon and other global fossil fuel companies have made a lot of money in recent decades – and funnelled those funds into lobbying against

³ http://www.climateaccountability.org/carbon_majors_update.html (last accessed 26 October 2016) which is an update of Richard Heede's peer reviewed paper: Heede, R. "Tracing anthropogenic carbon dioxide and methane emissions to fossil fuel and cement producers, 1854–2010", *Climatic Change* (2014) 122: 229. doi:10.1007/s10584-013-0986-y.

climate action and funding misinformation about climate science instead of offering the alternatives and renewable energy.⁴

The perception that the fossil fuel industry is profitable – and cheaper than renewable energy – results from the fact that it has never paid for the harm caused by its products, distorting our economy and making it extremely difficult for the world to move away from fossil fuels.

Local governments have a unique power to demand that these companies start taking responsibility for harm caused by their products. We're not just talking Canadian companies – there are legal and non-legal options to demand accountability from global companies for their global sales and operations.⁵

When Communities demand that fossil fuel companies take responsibility for the true costs of their products, fossil fuel companies and their investors face potential risks that they must start factoring into their business decisions. In addition, the public has a valuable opportunity to learn about the relationship between increased local climate costs and the fossil fuel economy.

In short, local government action to hold fossil fuel companies accountable for local climate costs can play a powerful role in the fight against climate change.

Taking Action – Climate Action Letters

Once we realise that fossil fuel pollution is harming our communities, and that we can't afford to pay those costs alone, the first step in demanding accountability from fossil fuel companies is to start talking publicly to those companies about your climate costs and their responsibility to pay a fair share of those costs.

That's why 15 local governments from across BC (plus the Association of Vancouver Island and Coastal Communities, representing 53 local governments) have written to 20 of the world's largest fossil fuel companies demanding that they pay their fair share of local climate costs.⁶ Climate Accountability Letters are easy and cheap and yet signal that you're aware of how difficult climate costs will be and are looking for the fossil fuel industry to step up.

A Climate Accountability Letter will not (of course, but unfortunately) result in a cheque in the mail. Some municipalities have received replies from fossil fuel companies outlining their plans to reduce greenhouse gas emissions, so the letters are at least being read and considered. The letters also begin an important conversation with your citizens about how your community will deal with the impacts and costs of climate change.

Please consider this letter as a request for your Council to send a Climate Accountability Letter to the 20 largest fossil fuel companies, whose emissions represent 30% of global greenhouse gas emissions.⁷ For more

⁴ CIEL. Smoke and Fumes: The Legal and Evidentiary Basis for Holding Big Oil Accountable for the Climate Crisis (Nov 2017), available at <https://www.ciel.org/reports/smoke-and-fumes/>, last accessed 26 October 2018.

⁵ M. Byers, A. Gage et al. The Internationalization of Climate Damages Litigation. Washington Journal of Environmental Law and Policy, Vol 7(2), July 2017.

⁶ For examples of letters sent by other local governments, visit www.wcel.org/campaign-update.

⁷ The addresses of the companies and their respective contributions to global greenhouse gases are available at https://www.wcel.org/sites/default/files/file-downloads/carbonmajorsspreadsheet_final.xlsx.

information on how and why to send a Climate Accountability Letter, please see *Climate Accountability Letters: An Introduction for Local Governments*.⁸

If you do send a letter, please consider also writing to other local governments in your region, encouraging them to do the same.

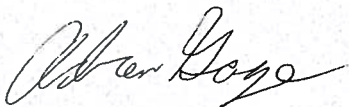
Taking Action – Beyond Letters

Sending a Climate Accountability Letter and/or tracking climate costs do not commit your Council to doing anything further. However, we hope that you will be interested in exploring further action that could lead to your recovering a fair share of your local climate costs from the fossil fuel industry. Please contact us at agage@wcel.org if you would like to explore any of the following options:

- **A class action lawsuit** – BC communities working together and pooling their resources might choose to bring a class action lawsuit against fossil fuel companies on behalf of all BC local governments, following the example of many U.S. local governments.⁹ According to the 2017 JMI poll, 63% of British Columbians support litigation by their local government to recover the fossil fuel industry's share of local climate costs.
- **Provincial legislation** – BC's local governments can add their voices to those asking that BC enact laws to clarify the legal responsibility of fossil fuel companies for local climate costs. Such legislation has been debated in Ontario's legislature,¹⁰ while more than 50 BC-based organizations have called on Premier John Horgan to enact a similar law.¹¹
- **International treaties** – BC local governments can ask the Canadian government pursue a climate damages tax, levied on global fossil fuel companies, in their negotiations of global climate treaties.¹²

We would be happy to provide your Council with further information about climate costs, Climate Accountability Letters or any of the above options to hold fossil fuel companies accountable.

Sincerely,



Andrew Gage,
Staff Lawyer



Enclosures

⁸ <https://www.wcel.org/publication/climate-accountability-letters-introduction-local-governments>.

⁹ <https://insideclimatenews.org/news/04042018/climate-change-fossil-fuel-company-lawsuits-timeline-exxon-children-california-cities-attorney-general>.

¹⁰ <https://www.ola.org/en/legislative-business/bills/parliament-42/session-1/bill-37>.

¹¹ <https://www.wcel.org/publication/joint-letter-premier-horgan-liability-climate-related-harms-act>.

¹² See the Climate Damages Tax Declaration at <https://www.stampoutpoverty.org/cdt/climate-damages-tax-declaration/>.

OPEN LETTER TO BC LOCAL GOVERNMENTS
ATTN: Mayor & Council, all BC local governments
January 25, 2017

Dear Sirs/Mesdames:

Re: We must hold fossil fuel companies responsible for climate change

Wildfires. Drought. Flooding. Rising sea levels. Climate change is already reshaping and impacting BC communities in profound and frightening ways. As unchecked fossil fuel pollution continues to push global temperatures ever higher, we are frightened for our communities, for communities around the world, and for the world we leave our children. These impacts are still more challenging for vulnerable groups - the poor, Indigenous people, women and children - who are often unable to respond to unexpected weather or other climate impacts.

But there is hope. If the fossil fuel companies - whose products are the major drivers of climate change - had to pay even a fraction of the associated climate costs, they would not be able to out-compete renewables and would pivot towards sustainable alternatives without delay. BC communities can play a key role in demanding accountability from the fossil fuel industry for the harm that they are causing our communities, and challenge the myth that the fossil fuel economy can continue business as usual despite the destruction it is causing to our atmosphere.

The fossil fuel industry is keen to avoid a conversation about its responsibility for climate change. Just 90 entities - primarily fossil fuel companies - have caused almost 2/3 of human caused greenhouse gas emissions, and just three - Chevron, Exxon Mobil and Saudi Aramco - are responsible for almost 10%¹. Like the tobacco industry before it, Big Oil relies on the perception that individual consumers are responsible for climate change while pocketing billions of dollars in profits from products that they know are disastrous for our atmosphere and communities around the world.²

BC and Canadian taxpayers will end up paying the costs of climate change in many different ways. But unless our communities demand that fossil fuel companies pay their fair share of these costs, this industry will continue pushing products that the world cannot afford to burn.

1. Heede, R. "Tracing anthropogenic carbon dioxide and methane emissions to fossil fuel and cement producers, 1854-2010" *Climatic Change* (2014) 122: 229. doi:10.1007/s10584-013-0986-y. See also <http://www.climateaccountability.org/> for emissions figures through to 2013.

2. <https://www.smokeandfumes.org/>; <https://insideclimatenews.org/content/Exxon-The-Road-Not-Taken>.



BC's local governments are well placed to play a global leadership role by demanding accountability. We can come together to start a new global conversation about the moral and legal responsibility of the fossil fuel industry for its role in fueling climate change.

We – as BC-based community groups – support the Climate Law in our Hands Initiative and are asking you to:

1. DEMAND FOSSIL FUEL ACCOUNTABILITY

It has been rare for anyone to even ask the fossil fuel industry to take responsibility for its role in causing the global crisis – and the local climate impacts like floods, wildfires and droughts. This avoidance of responsibility ends in BC – when you, and other local governments across the province, write to the world's fossil fuel companies asking them to take their fair share of responsibility for climate change.

This demand can take the form of a detailed invoice for climate costs or a letter simply enquiring as to the company's position on paying a fair share. It can be tailored to reflect the needs and capacity of each community.³

2. WORK TOWARDS A CLASS ACTION LAWSUIT

BC communities can demand accountability from the fossil fuel industry in a variety of ways, but if necessary, we may need local governments to demand accountability through the courts.

Lawyers at West Coast Environmental Law have exhaustively researched how a class action – a joint legal action brought by one or more “representatives” of BC's local governments – could be brought against major fossil fuel companies for their role in causing climate change.

We ask you to consider whether your municipality would be willing to launch a class action as a representative and/or how you might support a case launched by other local governments. BC communities need to come together and get behind this type of legal action. Bringing this case will make it clear that fossil fuel companies cannot avoid a legal conversation about accountability – and if we win, we will set a precedent that could change the world – putting us on a global path that will avoid more dangerous climate change.⁴



³. Sample accountability letters are available online at www.climatelawinourhands.org/demand-accountability.

⁴. See <http://www.climatelawinourhands.org/bcclassaction> or have your lawyers speak with the Climate Law in our Hands team at West Coast Environmental Law for more information on the legal basis for a class action.

Conclusion

Both of these actions, as well as a general public discussion about the role of fossil fuels in our future economy, are most likely to move forward if our communities understand how we are being, and will be, impacted by climate change. We urge you to work with your citizens, climate scientists and other experts in a publicly transparent way to explore what needs to be done to prepare your community for climate change.

Whether we realize it or not, our communities are facing a tidal wave of costs, debt and disaster relief arising from the many effects of climate change. It is time to ask whether we alone are going to bear those expenses, or whether the companies that have made billions of dollars creating this situation also bear some responsibility.

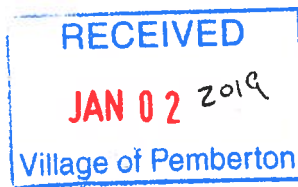
By demanding that those who profit the most from climate change pay their fair share, BC local governments can dramatically reshape the global conversation about climate change and the fossil fuel industry. Community groups around BC will be calling on fossil fuel companies to take responsibility for their role in causing the climate crisis and we hope that you will join us.

Signed by:

West Coast Environmental Law Association	350.org Canada	Canadian Association of Physicians for the Environment
Coalition to Protect East Kamloops	Douglas Channel Watch	Public Health Association of BC
Kelowna Chapter Council of Canadians	BC Yukon Kairos	KAIROS Metro Van
KAIROS BC/Yukon Kootenay Subregion	Pacific Wild	Prince George Public Interest Research Group
Silva Forest Foundation	Sierra Club BC	Climate Change in Focus
Blewett Conservation Society	Dogwood Initiative	We Love This Coast
West Kootenay EcoSociety	Gibson Alliance of Business and Community Society	Comox Valley Global Awareness Network
SFU350	Alliance4Democracy	Earthkeepers: Christians for Climate Justice
UBC Environmental Law Group	Sunshine Coast Conservation Association	Burnaby Residents Opposing Kinder Morgan Expansion-BROKE
Voters Taking Action on Climate Change	Comox Valley Council of Canadians	LeadNow
Wilderness Committee	Parksville Qualicum Beach KAIROS	Fraser Voices Association
The WaterWealth Project	Georgia Strait Alliance	Stand.earth
UBC350	Northwest Institute	Knox United Church
Citizens Against Urban Sprawl Society (CAUSS)	Friends of Wild Salmon Coalition	Association of Whistler Area Residents for the Environment
Atira Women's Resource	Friends of Morice Bulkley	Salmon Coast Field Station Society
MiningWatch Canada	My Sea to Sky	Saanich Inlet Network
The Canadian Youth Climate Coalition	Divest Victoria	
Council of Canadians	Wildsight	
Kitimat Terrace Clean Air Coalition	Greenpeace Canada	
	Burnaby Pipeline Watch	
	Environmental Defense Working Group	

Please direct any reply to this letter, including notice of any resulting agenda items or resolutions, to us c/o West Coast Environmental Law, 200-2006 West 10th Avenue, Vancouver, BC V6J 2B3, Fax: 604-684-1312, Email: agage@wcelaw.org

Village of Pemberton
Regular Council Meeting No. 1485
Tuesday, January 22, 2019



Pamela Goldsmith-Jones

Member of Parliament
West Vancouver - Sunshine Coast - Sea to Sky Country

December 17, 2018

The Honourable Navdeep Bains, P.C., M.P.
Minister of Innovation, Science and Economic Development
House of Commons
Ottawa, ON K1A 0A6

Dear Minister Bains,

Re: Connect to Innovate success stories

Thank you for your ongoing commitment and leadership in providing Canadians in rural and remote communities with access to high-speed broadband internet, through the Connect to Innovate program. I am very pleased to share the success of Connect to Innovate in rural communities within West Vancouver-Sunshine Coast-Sea to Sky Country.

In the Village of Pemberton, 30 kilometers north of Whistler, lack of internet access was severely hampering residential development and business opportunity. After a year of working closely with the municipality, and with Telus and Shaw, we were able to understand the needs, the costing and the right plan in order to dramatically improve digital infrastructure for Pemberton. The federal government's investment is a game changer for Pemberton.

Travelling a further 10 kilometres north to Mount Currie, the Ts'zil Learning Centre has operated for decades in support of the Lil Wat Nation's educational needs, with extremely limited internet access. This year the Tszil Learning Centre has built a beautiful new facility, and Connect to Innovate has once again made a fundamental difference in ensuring that the Lil Wat Nation is connected to a world of opportunity.

On behalf of the people of Pemberton and Mount Currie, we wish to extend our gratitude for your innovation agenda and for creating positive change for rural communities.

Sincerely,

Pamela Goldsmith-Jones, M.P.
West Vancouver-Sunshine Coast-Sea to Sky Country

cc: David Lametti, Parliamentary Secretary to the Minister of Innovation, Science and Economic Development
Mayor Mike Richman, Village of Pemberton
Lil'wat Nation, Chief and Council
Ts'zil Learning Centre, Lisa Fisher

Confederation Building, Room 583	6367 Bruce Street
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Tel: 613 947 4617 Fax: 613 947 4620	Tel: 604 913 2660 Fax: 604 913 2664

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Village of Pemberton
Regular Council Meeting No. 1485
Tuesday, January 22, 2019



RECEIVED

JAN 15 2019

Village of Pemberton

Pamela Goldsmith-Jones

Member of Parliament

West Vancouver - Sunshine Coast - Sea to Sky Country

December 21, 2018

The Honourable Dominic LeBlanc, P.C., M.P.
Minister of Intergovernmental and Northern Affairs and Internal Trade
House of Commons
Ottawa, ON K1A 0A6

Dear Minister LeBlanc,

Thank you for your leadership of intergovernmental affairs. As you may know, I have been involved with the Federation of Canada Municipalities (FCM) for almost thirty years, and am grateful for its work and its recent contribution to our election platform and delivery of significant infrastructure investment.

I am pleased to present the FCM's top priorities in the spirit of renewed federalism, as all levels of government can address national challenges together.

I believe it should be a priority for our government to address these key FCM goals:

- 1) Establish a permanent intergovernmental forum.
- 2) Establish an ongoing commitment to public transit.
- 3) Invest \$400 million per year for ten years to increase broadband access to connect communities to one another and the world.
- 4) Extend the Disaster Mitigation and Adaptation Fund, instrumental to local communities in coping with climate change.

Together with local government, our government will continue to create positive change for Canadian communities.

Sincerely,

Pamela Goldsmith-Jones, M.P.
West Vancouver-Sunshine Coast-Sea to Sky Country

cc : Vicki-May Hamm, Mairesse, Ville de Magog, FCM President
The Hon. Navdeep Bains, P.C., M.P.
Mayor and Council, District of West Vancouver
Mayor and Council, Village of Pemberton
Mayor and Council, District of Squamish
Mayor and Council, Resort Municipality of Whistler

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Mayor and Council, Town of Gibsons
Mayor and Council, Village of Lions Bay
Mayor and Council, District of Sechelt
Mayor and Council, District of Lillooet
Mayor and Council, Bowen Island Municipality
Chair and Board of Directors, Squamish-Lillooet Regional District
Chair and Board of Directors, Sunshine Coast Regional District

From: lawm <lawm@telus.net>
Sent: January 10, 2019 12:07 PM
To: VoP Admin <admin@pemberton.ca>
Subject: Sea to Sky Crime Stoppes

Good Day,

Sea to Sky Crime Stoppers has had a very successful year and we would be pleased if this press release can be shared with the Mayor, Councillors and Staff of the Village of Pemberton.

We definitely encourage municipal websites in our Corridor area to include the link to Sea to Sky Crime Stoppers to enable your community to easily make contact.

We are currently seeking new Board Directors and if you can also share that information, that would help us continue to serve your community.

Thank you,

Larry Murray
Director - Sea to Sky Crime Stoppers.

PRESS RELEASE – For Immediate Release
January 10, 2019

2018 - A VERY SUCCESSFUL YEAR FOR SEA TO SKY CRIME STOPPERS

Criminals may be working in our communities, but Sea to Sky Crime Stoppers, together with the people of the sea to sky corridor, are working harder and smarter. The results? Arrests attributable to Crime Stopper tips more than doubled in 2018. Stolen property and drugs seized increased by 400% compared to a year ago to a total well in excess of three quarters of a million dollars.

“Crime Stoppers is a great tool. And our fellow citizens who want a safer, better community have stepped up to use it more and more. We are not going to make it easy for criminals to do business in our neighbourhoods”, says Jeff Cooke, President of Crime Stoppers in the Sea to Sky corridor.

Normally, Sea to Sky Crime Stoppers goes about its work in a quiet and efficient manner. As much as we respect the anonymity of those who contact us, we do not usually go out of our way to let our communities know how successful this program is. Yet, 2017 and 2018 have proven the value of the program and we are pleased to share some of that pride.

In 2017, Sea to Sky Crime Stoppers won the Provincial BC Crime Stoppers Award for the highest recovery of stolen property. This year, 2018, property recovered has increased by 125%. Our tips are up 25% - leading to a 114% increase in arrests and a 160% increase in charges laid has also been achieved. Drug recovery is an astounding 2600+% increase. Along the way, cash rewards were issued for the tip information.

Why is there such an uptick in our results? “Our social media program has allowed us to get the word out very quickly when there is a crime and information is required”, says Cooke “and that is resulting in high quality, actionable information being sent to us anonymously through our phone line or website ([solvecrime.ca](https://www.solvecrime.ca)). A combination of more tips and better quality tips is leading to significantly more arrests.

People can follow us Facebook (<https://www.facebook.com/SeaToSkyCrimeStoppers>) or our twitter (@seatoskyCS) to be kept in the loop when we are looking for someone or some information.

In addition to the good citizens, our success emerges from a dedicated volunteer Board of Directors and Community Police Coordinator. All these persons are civilians who value safe and crime free communities. In addition to these front-line workers are the support from the

Squamish Lillooet Regional Government, the Whistler Blackcomb Foundation and local service clubs. We work closely with all the RCMP Detachments in the Corridor and operate under the jurisdiction of BC Crime Stoppers. We have a good working relationship with our neighbouring Metro Vancouver Crime Stoppers Board.

Each year, January is Crime Stoppers Month across the country. It is a time to extend information to our communities about the important crime fighting work we do. It is also a time to extend an invitation to our communities to consider how to help further the work of Crime Stoppers by financial support or promoting Crime Stoppers in your marketing or becoming a member of the Board of Directors. Our work will continue to help reduce crime in the Sea to Sky Region and we welcome any support you can offer.

Sea to Sky Crime Stoppers –

For more information or comment, you may contact Jeff Cooke, President, Sea to Sky Crime Stoppers at jeff@barkbusters.ca or 604-848-4151.

OPEN QUESTION PERIOD POLICY

THAT the following guidelines for the Open Question Period held at the conclusion of the Regular Council Meetings:

- 1) The Open Question Period will commence after the adjournment of the Regular Council Meeting;
- 2) A maximum of 15 minutes for the questions from the Press and Public will be permitted, subject to curtailment at the discretion of the Chair if other business necessitates;
- 3) Only questions directly related to business discussed during the Council Meeting are allowed;
- 4) Questions may be asked of any Council Member;
- 5) Questions must be truly questions and not statements of opinions or policy by the questioner;
- 6) Not more than two (2) separate subjects per questioner will be allowed;
- 7) Questions from each member of the attending Press will be allowed preference prior to proceeding to the public;
- 8) The Chair will recognize the questioner and will direct questions to the Councillor whom he/she feels is best able to reply;
- 9) More than one Councillor may reply if he/she feels there is something to contribute.

*Approved by Council at Meeting No. 920
Held November 2, 1999*

*Amended by Council at Meeting No. 1405
Held September 15, 2015*