

## REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for  
Tuesday, January 22, 2019 at 7:00 p.m. in Council Chambers at  
Village Hall, 2697 Sunnyside Road, Anmore, BC



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1. **Call to Order**

2. **Approval of the Agenda**

Recommendation: That the Agenda be approved as circulated.

3. **Public Input**

*Note: The public is permitted to provide comments to Council on any item shown on this meeting agenda. A two-minute time limit applies to speakers.*

4. **Delegations**

page 3 (a) Harriette Chang – Real Acts of Caring of Caring week – February 10 – 16, 2019.

5. **Adoption of Minutes**

page 4 (a) **Minutes of the Regular Council Meeting held on January 8, 2019**

Recommendation: That the Minutes of the Regular Council Meeting held on January 8, 2019 be adopted as circulated.

6. **Business Arising from Minutes**

7. **Consent Agenda**

8. **Items Removed from the Consent Agenda**

9. **Legislative Reports**

(a) **Highways Regulation Bylaw No. 586-2018**

Recommendation That Anmore Highways Regulation Bylaw No. 586-2018 be adopted.

10. **Unfinished Business**

**11. New Business**

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**(a) Council Remuneration Committee – Draft Terms of Reference**

Draft Council Remuneration Committee Terms of Reference are attached.

Recommendation: That the draft Council Remuneration Committee Terms of Reference be approved.

**(a) Soroptimist International of the Tri-Cities**

Recommendation: That Council authorize the attendance of Councillor Krier as a representative of the Village at the 2019 Give Her Wings Brunch for a cost of \$50.

**12. Mayor's Report****13. Councillors Reports****14. Chief Administrative Officer's Report****15. Information Items****(a) Committees, Commissions and Boards – Minutes****(b) General Correspondence**

- Letter dated December 10, 2018 from Andrew Gage, Staff Lawyer, West Coast Environmental Law
- Letter dated January 3, 2019 from Dave Attfield, Chief Superintendent, RCMP
- Email dated January 4, 2019 from Katrine Conroy, Minister of Children and Family Development and Katrina Chen, Minister of State for Child Care
- Letter dated January 9, 2019 from Barb Hobson, Chair, School District No. 43
- Letter dated January 11, 2019 from the Stephen Thatcher, Assistant Commissioner, RCMP

**16. Public Question Period**

Note: The public is permitted to ask questions of Council regarding any item pertaining to Village business. A two-minute time limit applies to speakers.

**17. Adjournment**



## Delegation to Council Request Form

### Contact Information

Name of presenter:

Harriette Chang plus 5 students<sup>1</sup>

Name of organization:

RAC (Real Acts of Caring)

Mailing Address:

147 Fern Drive, Anmore, B.C. V3H 4W9

Phone Number:

604 469-0702

Email Address:

hchang@sd43.bc.ca

### Presentation Information

Preferred meeting date at which you wish to appear (if known):

Jan. 22 @ 7pm.

Number of person(s) expected to attend:

6

Reason(s) for presentation:

☒ To provide information

☐ To request funding

☐ To request letter of support

☒ Other

to request a proclamation be passed which recognizes RAC week. Feb. 10-16, 2019

Resources:

☒ Projector and Screen (bring own laptop)

☐ Other

Please submit the completed form and related presentation materials to the Manager of Corporate Services by 12:00 p.m. on the Thursday prior to the Council Meeting via email to [christine.baird@anmore.com](mailto:christine.baird@anmore.com) or delivered to village hall.

For questions regarding this process, please phone Christine Baird at 604-469-9877.

## REGULAR COUNCIL MEETING – MINUTES

Minutes for the Regular Council Meeting held on Tuesday, January 8, 2019 in Council Chambers at Village Hall, 2697 Sunnyside Road, Anmore, BC



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### ELECTED OFFICIALS PRESENT

Mayor John McEwen  
Councillor Polly Krier  
Councillor Tim Laidler  
Councillor Kim Trowbridge (via telephone)  
Councillor Paul Weverink

### ELECTED OFFICIALS ABSENT

Nil

### OTHERS PRESENT

Juli Halliwell, Chief Administrative Officer  
Jason Smith, Manager of Development Services  
Lisa M. Zwarn, Chief Elections Officer (left meeting at 7:49 p.m.)

#### 1. Call to Order

Mayor McEwen called the meeting to order at 7:01 p.m.

#### 2. Approval of the Agenda

Council agreed to move item 9(d) to be renumbered as item 9(a) with all other items to follow.

It was MOVED and SECONDED:

R233/2019

**"THAT THE AGENDA BE APPROVED AS AMENDED."**

**CARRIED UNANIMOUSLY**

#### 3. Public Input

Coleen Hackinen, Elementary Road, spoke to item 4, commenting that she believes that Mayor McEwen, Councillor Laidler and any other councillors owning eligible infill development properties are in conflict of interest and should recuse themselves from any discussions or decisions on this item. A copy of her letter dated January 8, 2019 is attached and forms parts of these Minutes herein.



**4. Delegations**

It was MOVED and SECONDED:

R234/2019                    **“THAT THE DELEGATION BE EXTENDED FROM 5 TO 15 MINUTES.”**

**MOTION DEFEATED**

It was MOVED and SECONDED:

R235/2019                    **“THAT THE DELEGATION BE EXTENDED AN ADDITIONAL 5 MINUTES.”**

**CARRIED UNANIMOUSLY**

Fiona Cherry, representing the Anmore Infill Support Group, spoke to the proposed CAC amount for Infill Development and presented council with information in hopes to consider lowering the proposed \$150,000.00 amount. A copy of her presentation dated January 8, 2019 is attached and forms part of these Minutes herein.

It was MOVED and SECONDED:

R236/2019                    **“THAT COUNCIL DIRECTS STAFF TO PREPARE A REPORT TO BRING BACK TO THE FEBRUARY 5, 2019 COUNCIL MEETING FOR DISCUSSION.”**

**CARRIED UNANIMOUSLY**

**5. Adoption of Minutes**

**(a) Minutes of the Regular Council Meeting held on December 4, 2018**

It was MOVED and SECONDED:

R237/2019                    **“THAT THE MINUTES OF THE REGULAR COUNCIL MEETING HELD ON DECEMBER 4, 2018 BE ADOPTED AS CIRCULATED.”**

**CARRIED UNANIMOUSLY**

**6. Business Arising from Minutes**

Nil

**7. Consent Agenda**

It was MOVED and SECONDED:

R238/2019                    **“THAT THE CONSENT AGENDA BE ADOPTED, WITH ITEM 7 (B) REMOVED.”**

**CARRIED UNANIMOUSLY**

**(a)    Tri-Cities Healthier Community Partnership Update and Minutes**

Recommendation:    That the Tri-Cities Healthier Community Partnership Update and Minutes be received for information.

**8. Items Removed from the Consent Agenda****(a)    BC Hydro 2018 Lower Mainland Community Relations Annual Report\**

It was MOVED and SECONDED:

R239/2019                    **“THAT THE BC HYDRO 2018 LOWER MAINLAND COMMUNITY RELATIONS ANNUAL REPORT BE RECEIVED FOR INFORMATION.”**

**CARRIED UNANIMOUSLY**

**9. Legislative Reports****(a)    Local Government Election Amendment Bylaw No. 589-2019a**

The Chief Administrative Officer presented her report dated December 18, 2018 and further, the Chief Elections Officer answered questions of Council regarding the recommendations.

It was MOVED and SECONDED:

R240/2019                    **“THAT COUNCIL GIVE FIRST, SECOND AND THIRD READING TO ANMORE LOCAL GOVERNMENT ELECTION AMENDMENT BYLAW NO. 589-2019.”**

**MOTION DEFEATED**

**(b)     Anmore Green Estates – Membership in the Greater Vancouver Sewerage and Drainage District, Official Community Plan and Regional Context Statement Amendments**

The Manager of Development Services presented his report dated January 4, 2019.

It was MOVED and SECONDED:

R241/2019                    **“THAT COUNCIL REQUEST THAT STAFF ADVISE THE ANMORE GREEN ESTATES STRATA THAT THE VILLAGE OF ANMORE IS WILLING AND READY TO PROCEED WITH CONNECTING THE EXISTING 51 HOMES AT ANMORE GREEN ESTATES TO THE GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT SEWERAGE SYSTEM; BUT THE VILLAGE WILL ONLY PROCEED ONCE THERE IS A MEMORANDUM OF UNDERSTANDING BETWEEN THE VILLAGE AND THE ANMORE GREEN ESTATES STRATA IN ORDER TO ENSURE THAT ALL PARTIES ARE EQUALLY COMMITTED TO RESOLVING THE SEWERAGE TREATMENT ISSUE AT ANMORE GREEN ESTATES.”**

**MOTION DEFEATED**

It was MOVED and SECONDED:

R242/2019                    **“THAT COUNCIL:**  
                                         **a)    GIVE 1<sup>st</sup> READING TO VILLAGE OF ANMORE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 590-2019;**  
                                         **b)    REFER VILLAGE OF ANMORE OFFICIAL COMMUNITY PLAN AMENDMENT BYLAW 590-2019 TO THE CITY PORT MOODY, THE VILLAGE OF BELCARRA, AND SCHOOL DISTRICT NO. 43 FOR COMMENT;**

- c) **SUBMIT THE PROPOSED AMENDMENT TO ANMORE'S REGIONAL CONTEXT STATEMENT COMPRISED OF A REGIONAL LAND USE DESIGNATION CHANGE FROM RURAL TO GENERAL URBAN FOR THE ANMORE GREEN ESTATES PROPERTY, AND A CORRESPONDING EXTENSION OF THE URBAN CONTAINMENT BOUNDARY TO THE METRO VANCOUVER BOARD FOR ACCEPTANCE; AND**
- d) **REQUEST THE GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT BOARD SUPPORT THE VILLAGE OF ANMORE BECOMING A MEMBER OF THE GREATER VANCOUVER SEWERAGE AND DRAINAGE DISTRICT AND, SUBJECT TO BECOMING A MEMBER, EXPAND THE SEWERAGE AREA TO INCLUDE THE FOOTPRINTS OF THE EXISTING 51 HOMES AT ANMORE GREEN ESTATES;**

**AND THAT NO FURTHER STEPS BE TAKEN UNTIL SUCH TIME AS THE MEMORANDUM OF UNDERSTANDING IS IN PLACE WITH ANMORE GREEN ESTATES STRATA."**

**CARRIED UNANIMOUSLY**

**(c) Highways Regulation Bylaw No. 586-2018**

It was MOVED and SECONDED:

R243/2019                    **"THAT FIRST, SECOND AND THIRD READING OF ANMORE HIGHWAYS REGULATION BYLAW NO. 586-2018 BE RESCINDED."**

**CARRIED UNANIMOUSLY**

It was MOVED and SECONDED:

R244/2019                    **"THAT ANMORE HIGHWAYS REGULATION BYLAW NO. 586-2018 BE READ A FIRST, SECOND AND THIRD TIME."**

**CARRIED UNANIMOUSLY**

**(d) Fees and Charges Amendment Bylaw No. 588-2018**

It was MOVED and SECONDED:

R245/2019                    **“THAT ANMORE FEES AND CHARGES AMENDMENT BYLAW NO. 588-2018 BE ADOPTED.”**

**CARRIED UNANIMOUSLY**

**10. Unfinished Business**

Nil

**11. New Business****(a) Appointment of Corporate Officer**

It was MOVED and SECONDED:

R246/2019                    **“THAT THE CHIEF ADMINISTRATIVE OFFICER BE APPOINTED AS THE CORPORATE OFFICER PURSUANT TO SECTION 148 OF THE COMMUNITY CHARTER.”**

**CARRIED UNANIMOUSLY**

**12. Mayor's Report**

Mayor McEwen reported that:

- He will be meeting with the new mayor of the Village of Belcarra on January 10<sup>th</sup>
- The APC Meeting for January was cancelled
- He thanked the public works staff for the amazing job of the roads over the Christmas holidays.

**13. Councillors Reports**

Nil

**14. Chief Administrative Officer's Report**

Ms. Halliwell reported that:

- She noted that the village no longer provides Christmas tree chipping. The village website along with email notifications to residents provided different options for Christmas tree chipping.
- In January and February, staff will be working with the new council on strategic planning and budget.

**15. Information Items****(a) Committees, Commissions and Boards – Minutes**

- Advisory Planning Commission Minutes of October 16, 2017
- Advisory Planning Commission Minutes of December 18, 2017
- Advisory Planning Commission Minutes of October 22, 2018
- SVFD Board of Trustees Minutes of September 27, 2018

**(b) General Correspondence**

- Letter dated November 15, 2018 from Minister Selina Robinson
- Email dated November 30, 2018 from Cathy Peters re: Human Sex Trafficking
- Letter dated November 30, 2018 from the Office of the Senior Advocate for BC

**16. Public Question Period**

Glenn Coutts, Elementary Road, questioned the designation of the septic field in Anmore Green Estates. The Manager of Development Services explained the Regional Growth Strategy designation applies to the property which would be “general urban” whereas the sewer area expansion is to the footprint of buildings only.

Mr. Coutts also spoke to infill development and commented how in the past, developers and residents have often been one in the same. He would like to have an opportunity for further review as the policy behind infill was not formally discussed. Mr. Coutts questioned if residents will be able to discuss the policy. The Manager of Development Services explained that the policy was brought forward to three public meetings for discussion.

**17. Adjournment**

It was MOVED and SECONDED:

R247/2019

“TO ADJOURN.”

**CARRIED UNANIMOUSLY**

The meeting adjourned at 8:43 p.m.

Tuesday 08 January 2019 Council Meeting

Coleen Hackinen, Elementary Rd

**Respecting agenda item 4 – Proposed CAC amount for Infill Development**

I believe that Mayor McEwen and Councillor Laidler, and any other council member that has property which would be eligible for infill development, is in a conflict of interest position and should recuse themselves from any discussion or decisions regarding infill development, including the Community Amenity Contribution (CAC) and other terms prescribed in policy.

Division 6 of the Community Charter sets out provisions respecting conflict of interest. Section 101 of the Charter requires that, *whether or not the council member has made a declaration under section 100, they must not*

- (a) Remain or attend at any part of a meeting... during which the matter is under consideration*
- (b) Participate in any discussion of the matter at such a meeting*
- (c) Vote on a question in respect of the matter at such a meeting, or*
- (d) Attempt in any way, whether before, during or after such a meeting, to influence the voting on any questions in respect of the matter.*

This conflict of interest issue came up during the Official Community Plan (OCP) amendment process respecting infill development during the previous council's term. Council received legal advice respecting this matter and as a result Mayor McEwen recused himself from the public hearing and subsequent readings of the OCP amendment bylaw.

It would seem to me that that legal advice would still stand respecting all subsequent issues associated with infill development, particularly respecting CAC amounts. If the council members in question do not agree, then I would hope that they would obtain another legal opinion confirming that they are not in a conflict of interest position before participating in any activities respecting infill development, as set out in Section 101 of the *Community Charter*.

Thank you

**January 8, 2019**

**To: Mayor John McEwen**

**Councillors: Paul Weverink  
Kim Trowbridge**

**Polly Krier  
Tim Laidler**

***Re: Anmore Infill Support Group Delegation Information***

We come before Council as a delegation of Anmore residents in hopes of providing you with information to consider lowering the proposed \$150,000 CAC amount to one that is reasonable and fair to all residents now and in the future.

We are asking council to consider implementing a policy for the CAC that would be easy to understand and follow logically and is fair to everyone in moving forward for future developments in Anmore....and not just a policy and CAC for Infill.

A policy that is the same for DCC and CAC moving forward. A policy that results in a level playing field for both developers and residents. Therefore, we are asking you to consider other options.

***Cordovado Comparisons***

Cordovado is being used as an example because it is the most recent proposed development and according to the GP Rollo report produced for council on Cordovado, it uses a CAC (vs DCC) and 50% of lift just like Infill. If you look back at past developments such as Bella Terra, the trend of a substantially lower contribution in comparison to Infill is consistent.

***Example Comparison of Coquitlam***

In the GP Rollo Report, it was mentioned that Anmore is unique and difficult to compare and calculate the CAC. In the GP Rollo report there were a number of CAC comparable from other nearby municipalities. Each municipality was very different but what most seemed to have in common was they were based on buildable sq. footage. However, using this information, we can also adjust the figure from each municipality calculate or compare them to usable land.

Purely using Coquitlam as an example.....

\$3.00 per sq. ft for Coquitlam really should be lower for Anmore.

Using this example, it is easier to follow and understand the logic based on sq. footage.

If you use another example such as Port Moody, they have recently brought in an Infill CAC of \$6000, again substantially lower than the \$150,000 CAC Anmore is proposing.

Establish a policy that is transparent and fair to everyone

For ease of simplicity and for transparency, we understand that council would like a standard number for the CAC that is the same for everyone, but how can that be when the land values are so different? There is little consideration in the GP Rollo report for the difference in assessed property values.



For example, one person may have an acre that is worth 1.7 million while another may have an acre that is worth 1.1 million. Should the lower valued property be paying the same as the higher valued property when the end result is not the same? The lower valued property would incur a greater expense in subdividing and a greater loss in selling. This is not fair. Why should these properties pay the same when their value is not the same? This is why the CAC should be based on the actual value of usable land.....and not just a flat amount. We don't believe that calculating the CAC on usable land value would be complicated or difficult for the village and at least it would be fair for everyone.

### ***Perceived favoritism toward developer's vs residents***

Because of the comparisons of the proposed Cordova development you can see why there may be a perceived favoritism towards developers rather than long term residents.

The CAC is a voluntary contribution that should incentivize residents to move forward with Infill....not de-incentivize residents.

### ***Unfair Barrier for retired residents***

Even if retired residents want to move forward with Infill it may be difficult to secure the CAC funds and any additional funds from banks as they have restrictions on borrowing power when retired due to no longer having employment income.

It could be perceived that you are making it difficult for retired residents that want to age in place and continue to be part of the community to do so and move forward with Infill. This also goes back to the perception to some that you favor developers instead of residents.

Keep in mind that your retired residents are also your voters and contribute greatly to the community. Developers will build and leave and developers have no vested interest in the village.... your residents do!

### ***Contradiction to CAC Provincial guidelines***

Even though these are guidelines, this is a provincial report that is put out to other communities to follow in establishing a CAC. Why isn't Anmore considering these guidelines?

In conclusion and based on the information presented, we hope that council will consider lowering the CAC amount to one that is fair and reasonable for everyone and create a policy that can be used for future development.....not one that is just a flat amount strictly attached to Infill. We need to bring all the time and effort spent on this initiative for the past 4 years to a successful conclusion.

We ask that council review the information presented and respond with a decision at the next council meeting. We thank you for your time and your consideration.

# ANMORE INFILL SUPPORT GROUP

January 2019

# CAC per lot Comparison to Cordovado

## CORDOVADO

- 19 lots (17 x1/3acre, 2 x1/2acre)
- Cash contribution \$494,000
- Contribution per lot \$26,000

## INFILL

- 1 x ½ acre lot
- Proposed CAC \$150,000
- CAC per lot \$150,000

## CAC comparison to Cordovado using useable sqft.

### CORDOVADO

- Total of 13 acres
- Less 4.42 acres unbuildable land
- 8.58 buildable acres x 43,500 sqft. per acre = 373,230 sqft.
- Cash Contribution \$494,000
- Cash Contribution \$1.32/sqft.
- Per ½ acre lot \$28,750

### INFILL

- 1 x ½ acre lot
- ½ acre = 21,780 sqft.
- Proposed CAC \$150,000
- CAC \$150,000 / 21,780 SQFT. = \$6.88/SQFT.
- Per ½ acre lot \$150,000

# Example comparison to Coquitlam

## COQUITLAM

- CAC \$5500 per one family lot
- Using a 5,000 sqft. lot
- 4 lots per  $\frac{1}{2}$  acre
- 4 lots x \$5,500 = \$22,000
- \$22,000 / 21780 sqft. = \$1.01 per sqft.

## ANMORE INFILL

- 1 x  $\frac{1}{2}$  acre lot
- Proposed CAC \$150,000
- CAC per lot \$150,000
- CAC equals \$6.88 per sqft.



Many residents do not understand how CAC is arrived at.

Difficult to compare to neighbouring communities.

Difficult to compare to amounts paid by builders in Annmore

Establish a policy that is transparent and fair to everyone.

The CAC should reflect the actual useable sqft. of the land.

CAC calculations are still not clear to residents

Perceived favoritism toward developers versus long time residents.

Decreasing market conditions since the CAC value was proposed.

High CAC creates an unfair barrier for retired residents.

Proposed CAC contradicts CAC guidelines established by the Province.

## Additional Considerations

## VILLAGE OF ANMORE

### BYLAW 586-2018

A bylaw to regulate highway use and control of traffic in the Village of Anmore

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WHEREAS the *Community Charter SBC c26* authorizes a local government to, by bylaw, regulate traffic control and the use of highways;

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

#### PART 1 - CITATION

- 1.1 That this bylaw may be cited as "*Anmore Highway Regulation Bylaw No. 586-2018*".

#### PART 2 – INTERPRETATION

##### Definitions

- 2.1 In this Bylaw, unless otherwise specified:

<b>Access</b>	means a part of a Highway that allows physical ingress or egress, or both, of Motor Vehicles from the Roadway to adjacent property;
<b>Administrator</b>	means the Chief Administrative Officer of the Municipality or a person designated to act in the place of that officer;
<b>Angle Parking</b>	means the parking of a vehicle other than parallel to a curb or the lateral lines of a Roadway;
<b>Applicant</b>	means, in relation to an Application, an owner or a representative duly authorized to act on an owner's behalf;
<b>Application</b>	means a written request by an Applicant for the issuance of a Permit in a form approved by the Administrator;



<b>Boulevard</b>	means the area between the curb lines, the lateral lines or the shoulder of a Roadway and the adjacent property line; and in the case of a divided Highway, that portion between the inside curb lines, lateral lines or shoulders of Roadways;
<b>Bus Stop Sign</b>	means a sign designating where public transit buses may stop to allow passengers to embark or disembark;
<b>Bylaw Enforcement Officer</b>	means the person appointed by the Municipality to enforce the provisions of this Bylaw, and includes a Bylaw Inspector and any person employed by the Municipality to enforce parking regulations under this Bylaw;
<b>Chattel</b>	means a moveable item of personal property including, without limitation, a leased or rented dumpster or container;
<b>Commercial Vehicle</b>	means any and all of the following: <ul style="list-style-type: none"> <li>(a) any Motor Vehicle having a Gross Vehicle Weight over 5,500 kilograms;</li> <li>(b) any Motor Vehicle bearing a commercial licence plate;</li> <li>(c) any Motor Vehicle having permanently attached to it a Truck or delivery body;</li> <li>(d) a casket wagon, limousine, hearse, motor bus, Tow Vehicle, road building machine, Taxi, or tractor;</li> <li>(e) any combination of truck, truck tractor, semi-trailer or trailer;</li> <li>(f) a Motor Vehicle having an engine valve retardant braking system installed or employed in addition to the standard braking systems; and</li> </ul>

(g) any other vehicle as defined under the *Commercial Transport Act*.

**Council**

means the Council of the Municipality;

**Cycle Lane**

means a portion of the Highway designated for cycles and identified by a sign or marking;

**Dangerous Goods**

has the same meaning as defined under the *Transportation of Dangerous Goods Act*;

**Disabled Zone**

means a parking zone on a Highway identified by a disabled parking sign or marking;

**Extraordinary Vehicle**

means a Motor Vehicle used to carry goods or persons over a Highway that, in conjunction with the nature or existing condition of the highway, the Administrator considers is so extraordinary in:

- (a) the quality or quantity of the goods or the number of persons carried;
- (b) the mode or time of use of the Highway; or
- (c) the speed at which the vehicle is driven or operated;

that it is likely to substantially alter or increase the burden imposed on the Highway through its proper use by ordinary Traffic, or cause damage to the Highway or resulting expense to the Municipality beyond what is reasonable or ordinary;

**Extraordinary Vehicle Agreement**

means an Agreement as described under section 6.12 of this Bylaw;

**Gross Vehicle Weight (GVW)**

means the number of kilograms derived by adding the weights on all the axles of a Commercial Vehicle;

<b>Heavy Truck</b>	<p>means a Motor Vehicle which:</p> <ul style="list-style-type: none"> <li>(a) has a Gross Vehicle Weight (GVW) in excess of eleven thousand seven hundred and ninety-four (11,794) kilograms; or</li> <li>(b) comprises a truck tractor towing one or more trailers or semi-trailers;</li> </ul> <p>but does not include any camper, house trailer, motor home, Recreational Vehicle or farm implement;</p>
<b>Highway</b>	includes a street, road, lane, bridge, viaduct and any other way open to public use, other than a private right of way on private property;
<b>Highway Use Permit</b>	means a permit issued under section 10.9 of this Bylaw;
<b>Lane</b>	means a Highway abutting the rear or side boundaries of parcels of land and which is intended primarily to provide access to the rear or side yards of such parcels;
<b>Motor Vehicle</b>	means a vehicle or motorcycle, not run on rails, that is designed to be self-propelled or propelled by electric power obtained from overhead trolley wires or on board storage batteries, but does not include a motorized wheelchair or scooter;
<b>Multi-use Pathway</b>	means a pathway intended for non-motorized use physically separated from the Roadway which may or may not be within the highway dedication;
<b>Municipality</b>	means the Village of Anmore;
<b>Park</b>	when prohibited, means the Standing of a vehicle, whether occupied or not, except when standing temporarily for the purpose of and while actually engaged in loading or unloading;
<b>Passenger Vehicle</b>	means a Motor Vehicle that is registered and licensed under the <i>Motor Vehicle Act</i> as a private passenger vehicle;
<b>Peace Officer</b>	means an officer as defined under the <i>Motor Vehicle Act</i>

<b>Pedestrian</b>	means a person on foot, or in a wheelchair, or carriage;
<b>Permit</b>	means a permit issued under this Bylaw;
<b>Permit holder</b>	means a person holding a valid Permit under this Bylaw;
<b>Recovery Vehicle</b>	means a Motor Vehicle that is equipped with a winch and boom device or a wheel lift device or both, and that is designed for towing other Motor Vehicles by means of that device;
<b>Recreational Vehicle</b>	means a vehicle designed to provide temporary living accommodation for travel, vacation, or recreational use, and to be driven, towed, or transported;
<b>Residential District</b>	means an area zoned residential under the <i>Anmore Zoning Bylaw 568-2017</i> ;
<b>Roadway</b>	means the portion of a Highway that is improved, designed, or ordinarily used for vehicular Traffic, but does not include the shoulder, Sidewalk or Boulevard; and where a Highway includes two or more separate Roadways, the term Roadway refers to any one Roadway separately and not to all of the Roadways collectively;
<b>Sidewalk Permit</b>	means a permit to use a portion of Sidewalk issued by the Administrator under section 10 of this Bylaw;
<b>Skater</b>	means a person who is skateboarding, or roller skating with any form of skate or similar means of conveyance;
<b>Stop or Stand</b>	means: <ul style="list-style-type: none"> <li>(a) when required, a complete cessation from movement; and</li> <li>(b) when prohibited, the stopping or standing of a vehicle, whether occupied or not, except when necessary to avoid conflict with other Traffic or to comply with the directions of a Peace Officer or Traffic Control Device.</li> </ul>

<b>Tilt and Slide Deck Truck</b>	<p>means a Motor Vehicle that is equipped with:</p> <ul style="list-style-type: none"> <li>(a) a deck that tilts and slides,</li> <li>(b) a winch for self-loading not more than two vehicles onto the deck, and</li> <li>(c) either a lifting tow bar or a wheel lift device designed for towing other Motor Vehicles by means of that bar or device.</li> </ul>
<b>Towing Contractor</b>	means the company contracted by the Municipality to tow vehicles;
<b>Traffic</b>	includes Pedestrians, ridden or herded animals, vehicles, cycles and other conveyances, either singly or together, while using a Highway for purposes of travel;
<b>Traffic Control Device</b>	means a sign, signal, painted line, meter, marking, space, cone barricade, barrier or any other device, erected or placed under the authority of this Bylaw;
<b>Traffic Control Signal</b>	means a Traffic Control Device, whether manually, electrically, or mechanically operated by which Traffic is directed to Stop and to proceed;
<b>Truck</b>	means a Motor Vehicle, other than a bus, station wagon, Recreational Vehicle, passenger van, or car that is either permanently fitted with special equipment, or is designed to, and normally used to, convey a load, and that which may operate as a single unit or may pull a full trailer or pony trailer;
<b>Unattached Trailer</b>	means a trailer that is not attached to its motive power unit;
<b>Unlicensed Vehicle</b>	means a vehicle that is not displaying a current valid licence plate or is not insured to be driven;
<b>Utility</b>	means any pipe, conduit, line, cable, pole, tower, box, vault, or other fixture installed on, in, under, or over a Highway for the purpose of providing, carrying, or transmitting a service.

- 2.2 Unless otherwise defined in this Bylaw, words and phrases shall have the meanings established in the *Community Charter*, the *Motor Vehicle Act* and the *Local Government Act*, as the context may require. Any reference to a statute or regulation refers to an enactment of British Columbia, and any reference to a bylaw refers to a bylaw of the Municipality, as amended or replaced from time to time. Headings in this bylaw are for convenience only and do not limit the scope or intent of any provisions herein.
- 2.3 If any section, subsection, paragraph, clause or phrase of this Bylaw is held to be invalid by a court of competent jurisdiction, the invalid portion shall be severed and the remainder of this Bylaw is deemed to continue as valid and enforceable.

### **PART 3 – APPLICABILITY**

- 3.1 Except as otherwise indicated, this Bylaw applies to all Highways within the Municipality and to any person involved in an activity or subject matter covered by this Bylaw.
- 3.2 A person riding a cycle or an animal, or driving an animal-drawn vehicle upon a Highway, has all the rights and is subject to all the duties, limitations and responsibilities that apply to the driver of a vehicle under this Bylaw.

#### **Exemptions**

- 3.3 This Bylaw does not apply to:
- (a) Provincial arterial highways;
  - (b) drivers of vehicles or persons using other equipment while lawfully engaged in Highway or public utility construction, maintenance or repair work on, over, under or adjacent to the surface of a Highway;
  - (c) the Stopping, Standing or Parking of vehicles that are:
    - (i) owned, leased or used pursuant to an agreement with the Municipality, by another local government, the provincial government or the federal government;
    - (ii) owned or leased by a public utility for the purposes of the public utility;
    - (iii) used as a Tow Vehicle for the authorized business purpose of its owner or operator under a licence issued by the Municipality; or

- (d) the driver of an Emergency Vehicle, provided that the Emergency Vehicle is driven with due regard for safety, having regard to all circumstances of the case, including the following:
  - (i) the nature, condition and use of the Highway;
  - (ii) the amount of Traffic that is on, or might reasonably be expected to be on, the Highway;
  - (iii) the nature of the use being made of the Emergency Vehicle at the time; and
  - (iv) regulations under the *Motor Vehicle Act* that apply to emergency vehicles.

3.4 Sections 4.1 and 4.2 of this Bylaw do not apply to the Municipality or its officials, employees, servants or agents in carrying out a function or purpose of the Municipality under the direction of Council or the Administrator, pursuant to an agreement with the Municipality.

## **PART 4 – GENERAL REGULATIONS**

### **Hazards and Obstructions**

4.1 A person must not:

- (a) while removing a wrecked or damaged vehicle from the scene of an accident, leave any glass or other debris on the Highway;
- (b) being the owner or occupier of real property within the Municipality, allow any garbage containers or other facilities related to garbage collection or recycling to be placed upon the travelled portion of the Highway;
- (c) place any ice or snow or leaves or yard waste upon a Highway;
- (d) place or allow to be placed, any fence, wall, vegetation, or other obstruction at or near the intersection of two Highways, and in such a location as to reduce or impede the driver sight distance required for the safe operation of the intersection;
- (e) drive any vehicle into or over, or otherwise move or remove, any Traffic Control Device placed on a Highway by the Municipality or by a person pursuant to a Highway Use Permit;

- (f) place or permit to be placed any garbage or litter on a Highway;
- (g) herd horses, cattle, goats, or swine on a Highway;
- (h) drag or skid anything on or over a Highway, so as to damage the surface of the Highway;
- (i) cause or allow any noxious, offensive or filthy water or other substance, or any other article or thing, whether broken or intact, to be deposited on a Highway; or
- (j) expectorate, urinate or defecate on a Highway.

#### **Activities Requiring Highway Use Permit**

4.2 Except as authorized by a Highway Use Permit issued by the Administrator pursuant to this Bylaw, a person must not:

- (a) throw, leave, place, or otherwise cause, permit or allow the deposit of any earth, refuse, debris, gravel, rocks, stones, fuel, logs, stumps, lumber, blocks, merchandise, Chattel or other debris to cave, fall, crumble, slide, or accumulate onto a Highway;
- (b) leave any excavation or other obstruction on a Highway;
- (c) dig up, break up or remove any part of a Highway, or cut down or remove trees or timber growing on a Highway, or excavate in or under a Highway;
- (d) change the level of a Highway whatsoever, or stop the flow of water through any drain, sewer or culvert on or through a Highway;
- (e) place, construct or maintain a retaining wall, loading platform, hoarding, skid, rail, mechanical device, building, signs, or any other structure or thing on a Highway;
- (f) construct or maintain a ditch, sewer or drain, the effluent from which is likely to or does cause damage, erosion, fouling, injury or nuisance to any portion of a Highway;
- (g) mark, imprint or deface in any manner whatsoever a Highway or structure thereon;



- (h) ride, drive, move or propel any vehicle over or across a Boulevard, including any curb, Sidewalk or ditch therein unless such Boulevard has been constructed or improved to form a suitable crossing;
- (i) cause damage to, cut down, or remove trees, shrubs, plants, bushes and hedges, fences, irrigation, bollard posts or other things erected by the Municipality on a Highway;
- (j) operate a vehicle while sounding a loudspeaker or other noise making device unless the vehicle is being operated as an ice cream vendor vehicle for which there has been issued a valid business licence and in accordance with that licence;
- (k) march, drive or otherwise take part in a parade or procession, except a funeral procession;
- (l) conduct construction on a Highway or traffic control relating to such construction;
- (m) conduct construction on land adjacent to a Highway where access from the Highway to the land is required for that purpose;
- (n) block or redirect Traffic on a Highway using barricades, traffic cones, or other means;
- (o) occupy any portion of a Highway or the airspace above a Highway to maintain, clean, construct, alter, repair, demolish, or move a building, structure, sign, awning, or part thereof;
- (p) install, erect, or cause to be installed or erected, a Traffic Control Device, or the likeness thereof, on or within sight of a Highway;
- (q) damage, obstruct, deface, remove, replace or in any way interfere with a Traffic Control Device;
- (r) construct an Access, whether or not the access is on privately owned land or over a curb, ditch, Boulevard or Sidewalk crossing;
- (s) operate any vehicle transporting Dangerous Goods on any Highway on which the movement of Dangerous Goods is restricted by the Municipality;
- (t) camp on a Highway or Boulevard on any day between 9:00 a.m. and 6:00 p.m., whether in a tent, tent trailer, Truck camper, trailer, motor home or other Recreational Vehicle;

- (u) use a crane or forklift to pick up or carry a load on or over a Highway or other public property;
- (v) blast or use explosives on or over a Highway;
- (w) obstruct or interfere with the free flow of Traffic or attempt to control or detour Traffic on any Highway or Lane, whether by use of signs or flag person or by barricades or other physical obstruction on the road, unless the person:
  - (i) is a Peace Officer, Bylaw Enforcement Officer, parking patroller or firefighter acting in the normal course of his or her duties;
  - (ii) is a student or adult school patrol acting under the authority of the *Public Schools Act* or as approved by the Administrator;
  - (iii) is operating an emergency vehicle during an emergency;
  - (iv) is carrying out a lawful purpose of a public utility;
  - (v) is an officer, employee, servant, contractor or agent of the Municipality for the purpose of making repairs, undertaking an inspection or carrying out a survey; or
  - (vi) has parked their vehicle lawfully on a Highway or Lane, or otherwise in accordance with a Traffic Control Device or the direction of a Peace Officer;
- (x) place, cause or allow anything to project across, onto or over a Highway so as to impede the normal flow of Traffic; or
- (y) in managing, supervising or operating construction equipment or vehicles, allow the counter-weight of any overhead climbing crane in the full arc of its swing to extend beyond the designated building site or hoarding.

### **No Stunting**

- 4.3 A person must not perform or engage in an activity on a Highway that is likely to distract, startle or interfere with other users of the Highway.

### **Obedience to Peace Officers, Bylaw Enforcement Officers and Firefighters**

- 4.4 A Peace Officer, Bylaw Enforcement Officer, or firefighter in order to expedite the movement of Traffic or to safeguard Pedestrians or property, may direct and

control Traffic and in doing so may disregard any Traffic Control Device that is contrary to that purpose.

- 4.5 Every person must comply with any lawful order, direction, signal or command made or given by a Peace Officer, Bylaw Enforcement Officer or firefighter acting in the performance of his or her duty in directing or regulating Traffic under this Bylaw.

## **PART 5 – TRAFFIC CONTROL DEVICES**

### **Authority of the Administrator**

- 5.1 The Administrator may order the placement, erection, and maintenance of applicable Traffic Control Devices where and when necessary, to give effect to the provisions of this Bylaw and under the *Motor Vehicle Act*, and to regulate, prohibit, warn, direct, or inform Traffic for the safety and convenience of the public.
- 5.2 Orders for Traffic Control Devices shall be issued in written form, and be dated and signed by the Administrator.
- 5.3 The Administrator may rescind, revoke, amend or vary any order concerning Traffic Control Devices where the Administrator considers the conditions which gave rise to the need for the order have been rectified or otherwise removed.
- 5.4 In accordance with this Bylaw and any other Village of Anmore bylaw regulating signs, the Administrator may order the alteration, repainting, tearing down, or removal and disposal of an unauthorized sign, advertisement, Traffic Control Device, or guide post that has been erected or maintained on or over any Highway. No compensation shall be paid to any person for loss or damages related to the lawful exercise of this authority.

### **Temporary Restrictions**

- 5.5 The Administrator may control Traffic on a Highway or temporarily restrict or prohibit any kind of Traffic on any Highway at such time and for such period of time and in respect of such classes of Traffic or use as in the opinion of the Administrator may be necessary for the construction or protection of any Highway or other public work, or for the protection of the public, or to enable permitted Traffic to be handled safely and expeditiously.

## **PART 6 – VEHICLE REGULATIONS**

### **Vehicle Loading**

- 6.1 A person must not drive or operate on a Highway without a Highway Use Permit:
- (a) a vehicle so loaded that any part of the load extends beyond the sides of the vehicle, or more than 185 centimetres (6 feet) beyond the back of the vehicle;
  - (b) a vehicle with a load that is shifting, swaying, bouncing, dropping, leaking, dragging or in any manner escaping from the vehicle onto a Highway.

### **Traffic Control Device Standard**

- 6.2 A person who erects a Traffic Control Device must, in addition to any other conditions and requirements of a permit issued by the Administrator, comply with sign regulations under Division 23 of the *Motor Vehicle Act*.

### **Commercial Vehicles**

- 6.3 For the purpose of this section, “regulations” means a regulation under Division 7 of the *Commercial Transport Regulations*. References in the regulations to the Minister shall be interpreted as references to the Administrator and references to a Permit shall be interpreted as references to a Highway Use Permit issued under this Bylaw.
- 6.4 A person must not operate on a Highway a Commercial Vehicle if:
- (a) the Gross Vehicle Weight of the Commercial Vehicle exceeds its licensed Gross Vehicle Weight;
  - (b) the weight of an axle, group of axles or axle unit exceeds the weight permitted by the regulations;
  - (c) the dimensions of the Commercial Vehicle do not conform to the regulations
    - (i) with load included; and
    - (ii) without load; or

- (d) the distances between the axles, group of axles, or axle units do not conform to the regulations;

unless the person is holding a valid and subsisting Highway Use Permit issued by the Administrator.

- 6.5 A person must not operate a Commercial Vehicle on a Highway if that vehicle exceeds the approved Gross Vehicle Weight under a Highway Use Permit.
- 6.6 Except in the case of an emergency, a person must not use an engine brake of any kind (including a brake commonly known as a Jacobs Brake or Jake Brake) to slow or stop a Motor Vehicle on a Highway within a residential district of the Municipality.

### **Extraordinary Vehicles**

- 6.7 Subject to subsections 6.10 and 6.11, a person must not drive a vehicle on any Highway, if the Administrator has notified the owner or driver that in his opinion, the vehicle is an Extraordinary Vehicle.
- 6.8 A person who has been notified that a vehicle is an Extraordinary Vehicle under section 6.7 may apply to the Administrator to enter into an Extraordinary Vehicle Agreement so that the vehicle may be safely operated, driven, stopped, stood or parked on a Highway within the Municipality, with reduced burden on the Municipality and reduced risks of damage to Highways and other property.
- 6.9 The Administrator may, on behalf of the Municipality, enter into an Extraordinary Vehicle Agreement under this section with either the owner or driver of the vehicle, or both.
- 6.10 An Extraordinary Vehicle Agreement may include any terms, conditions, restrictions and requirement the Administrator considers necessary or appropriate for reducing the risks associated with an Extraordinary Vehicle and any further risks identified in the circumstances. Without limiting the foregoing, the Extraordinary Vehicle Agreement may include a requirement for security, insurance, for indemnifying the Municipality against risks associated with the subject vehicle, and for a payment to the Municipality in compensation for any damage, or expense which may be caused to the Municipality as a result of the vehicle being driven or operated within the Municipality. The regulations under Part 7 of this Bylaw may be varied as the Administrator considers necessary in the circumstances for public safety and to reduce or mitigate the burdens or risks associated with stopping, standing or parking the vehicle that is the subject of an Extraordinary Vehicle Agreement.

- 6.11 The Administrator may require that a person wanting to enter an Extraordinary Vehicle Agreement provide information respecting the following matters:
- (a) time(s), date(s), duration, route, and speed traveled by the permitted vehicle;
  - (b) vehicle type, size, dimensions, axle spacing;
  - (c) vehicle ownership and licensing;
  - (d) nature and amount of load carried, and how the load is secured, provision of signs, flagging, lights, reflectors and other safety equipment;
  - (e) provision of pilot cars or police escorts or both;
  - (f) provision of inspection, provision of vehicle trip logs, in the case of multiple journeys; and
  - (g) repairs, adjustments, or cleaning of the subject Highway(s), and any Traffic Control Devices, signs or other structures thereon, affected by the vehicle movement.
- 6.12 The person identified in the Extraordinary Vehicle Agreement must carry a copy of the Agreement at all times during which the subject vehicle is being operated or driven on a Highway, and produce it on request to a Peace Officer or Bylaw Enforcement Officer.
- 6.13 The owner, driver and any other person identified as being responsible for a vehicle that is the subject of an Extraordinary Vehicle Agreement must ensure that the vehicle is only driven and operated strictly in accordance with that Agreement.

## **PART 7 – PARKING REGULATIONS**

### **Manner of Parking**

- 7.1 Unless otherwise directed by a person authorized under section 4.4, a person must not Stop, Stand or Park a vehicle on a Roadway other than on the right side of the Roadway and with the rear right hand wheels parallel to that side, and where there is a curb, be within 30 centimetres (1 foot) of the curb;
- 7.2 A person must not allow a Motor Vehicle to Stand unattended or parked unless the person has:

- (a) locked it and made it secure in a manner that prevents its unauthorized use; and
  - (b) if the Motor Vehicle is Standing on a grade, turned the front wheels of the vehicle to the curb or side of the Roadway;
- 7.3 Unless otherwise directed by a person authorized under section 4.4, a person must not:
  - (a) Park a vehicle so as to obstruct the free passage of Traffic on a Highway;
  - (b) Park a vehicle where a Traffic Control Device indicates that Angle Parking is permitted other than at an angle indicated by parking lines marked on the Highway and with the right front wheel not more than 30 centimetres (1 foot) from the curb; or
  - (c) where vehicles are parked parallel to the edge of the Roadway, Park a vehicle closer than one (1) metre from any other parked vehicle.
- 7.4 Unless otherwise directed by a person authorized under section 4.4, a person must not Stop, Stand or Park a vehicle:
  - (a) on a Sidewalk, Boulevard, Multi-use Pathway or marked or signed Cycle Lane;
  - (b) in front of, or within 2 metres on either side of, a public or private driveway;
  - (c) in an intersection;
  - (d) within 5 metres of a fire hydrant measured from a point in the curb or edge of the Roadway which is closest to the fire hydrant;
  - (e) on a Crosswalk;
  - (f) within 15 metres of the approach of, or 6 metres beyond, a marked Crosswalk;
  - (g) within 6 metres of the approach of a flashing beacon, stop sign or Traffic Control Signal located at the side of a Roadway;
  - (h) within 30 metres of the nearest rail of a railway crossing;
  - (i) on a Highway, Boulevard, or on a Village of Anmore right-of-way for the purpose of:

- (i) displaying the vehicle for sale;
- (ii) advertising, greasing, painting, wrecking, storing or repairing a vehicle, except where repairs are necessitated by an emergency;
- (iii) displaying signs; or
- (iv) selling flowers, fruit, vegetables, seafood, produce or other commodities or articles;
- (j) alongside or opposite any street excavation or obstruction when stopping, standing or parking obstructs Traffic;
- (k) on the Roadway side of a vehicle stopped or parked at the edge or curb of a Roadway;
- (l) on a bridge or other elevated structure on a Highway, or in a Highway tunnel, except as permitted by a Traffic Control Device;
- (m) in a place in contravention of a Traffic Control Device that gives notice that stopping, standing or parking there is prohibited or restricted for residents, pick-up and drop-off, or any other reason;
- (n) in a manner that obstructs the visibility of any Traffic Control Device erected pursuant to this Bylaw;
- (o) in a designated Angle Parking zone where the length of the vehicle or Trailer, or the Vehicle and Trailer in combination, exceeds 5.7 metres;
- (p) within 20 metres of the approach of, or 10 metres beyond, any Bus Stop Sign;
- (q) within 9 metres of the lateral line of an intersecting Roadway; or
- (r) in a way so as to obstruct the entrance to a building or to obstruct Pedestrians or vehicles using the Highway. This does not apply to persons participating in or assembled to watch a parade for which a Highway Use Permit has been issued.



### **Parking Time Limits**

- 7.5 Notwithstanding any other provision of this Bylaw, a person must not Park a vehicle on any Highway, public place, or other public right-of-way for a period exceeding seventy-two (72) consecutive hours.

### **Parking of Trailers and Commercial Vehicles**

- 7.6 A person must not Park on a Highway an Unattached Trailer that is:
- (a) licensed as a commercial Trailer;
  - (b) licensed as other than a commercial Trailer; or
  - (c) unlicensed.

### **Loading Zones**

- 7.7 Subject to subsection 7.8, a driver of any vehicle must not Stop in a loading zone for a period exceeding:
- (a) three (3) minutes for the loading or unloading of passengers; or
  - (b) ten (10) minutes for the loading or unloading of materials.
- 7.8 A driver of a vehicle that is employed as a licensed Taxi may Stop in a loading zone, providing that the driver:
- (a) does not leave the vehicle unattended at any time; and
  - (b) if not in the process of loading or unloading passengers, vacates the area immediately when the loading zone is required for pickup or delivery services;

### **Disabled Parking**

- 7.9 A person must not Stop, Stand or Park a vehicle on any portion of a Highway designated as a Disabled Zone unless there is displayed on the vehicle:
- (a) a valid disabled person's parking permit issued by the Social Planning and Research Council of B.C., or

- (b) a permit of similar nature issued by another jurisdiction.

### **Parking of Recreational Vehicles**

- 7.10 A person must not Park a Recreational Vehicle or any vehicle having a licensed Gross Vehicle Weight in excess of 5,500 kilograms, on any Highway in the Municipality, except where the vehicle is temporarily parked and engaged in the moving, loading and unloading of furniture, equipment or other effects.

### **Uninsured Vehicles**

- 7.11 A person must not Park or leave any Unlicensed Vehicle on a Highway.

## **PART 8 – OTHER REGULATIONS**

### **Driving on Sidewalk**

- 8.1 A driver must not drive on a Sidewalk, walkway or Boulevard, except when entering or leaving a driveway or Lane or when entering or leaving land adjacent to a Highway.

### **Obeying Flag person**

- 8.2 Where a flag person, authorized by a Highway Use Permit, is controlling the movements of Traffic around a portion of Highway on which work is being carried out, a person must not drive or operate a vehicle other than as directed by the flag person.

### **Obeying Traffic Patrol**

- 8.3 Every Pedestrian, cyclist and driver of a Motor Vehicle must obey the instructions of an adult school crossing guard or a school student acting as a member of a traffic patrol.

### **Motor Vehicle Noise**

- 8.4 A person must not start, drive, turn or Stop any Motor Vehicle, or accelerate the vehicle engine while the vehicle is stationary, in a manner which causes any loud and unnecessary noise in or from the engine, exhaust system, braking system, audio system, or from the contact of the tires with the Roadway.

## **PART 9 – REMOVAL OF VEHICLES AND CHATTELS**

### **Authority to Remove Vehicles and Chattels**

#### **9.1 If a Motor Vehicle or Chattel:**

- (a) interferes with any fire fighting, Emergency Vehicle, emergency operation or equipment;
- (b) interferes with the normal flow of Traffic on a Highway;
- (c) interferes with the construction, improvement, maintenance, alteration, extension, widening, marking, repair, removal of snow or ice from, or sweeping of a Highway;
- (d) is Standing or parked in violation of this Bylaw or another bylaw of the Municipality;
- (e) has apparently been left unattended on a Highway for a period of at least seventy-two (72) hours;
- (f) is found on a Highway and is an Unlicensed Vehicle; or
- (g) is unlawfully occupying any portion of a Highway, Boulevard, Access or Sidewalk;

a Peace Officer, a Bylaw Enforcement Officer, or the Administrator may take any of the following actions:

- (i) direct, move or cause to be moved, the Motor Vehicle or Chattel to a location or position that the Peace Officer, Bylaw Enforcement Officer, or Administrator considers to be necessary or appropriate in the circumstances;
- (ii) require the driver, owner or other person who is apparently responsible for the Motor Vehicle or Chattel to move it, or cause it to be moved, to a location or position that the Peace Officer, Bylaw Enforcement Officer, or Administrator considers to be appropriate in the circumstances; or
- (iii) where neither of the actions under subparagraphs (i) or (ii) is practicable, seize, detain, or impound the Motor Vehicle or Chattel, or cause the Motor Vehicle or Chattel to be seized, detained or impounded.

## **Recovery**

- 9.2 Any Motor Vehicle, Chattel or other obstruction that has been removed, detained or impounded by the Municipality's Towing Contractor may be recovered by the owner during the Towing Contractor's normal business hours by paying to the Towing Contractor the fees for removal, care and storage of the vehicle or Chattel in the same amounts that are set out in *Towing and Storage Rate Payment Schedule* established by the *Insurance Corporation of British Columbia* and are in effect on the date of recovery.

## **Notice of Impoundment**

- 9.3 If a Motor Vehicle or Chattel is removed, detained or impounded, and not claimed by its owner within 30 days from date of seizure, written notice shall be given in the case of a Motor Vehicle to the owner at the last known owner's address, if available, as shown on the records of the *British Columbia Superintendent of Motor Vehicles*, and, in the case of any other Chattel, to the owner if the identity of the owner can be established, advising of the seizure, the sum payable to recover the Motor Vehicle or chattel, and the date of planned disposal of the property.

## **Disposal of Impounded Property**

- 9.4 The Municipality may dispose of any vehicle or Chattel not claimed by its owner, following 90 days after delivering, by registered mail or courier service, a notice to the owner. If the vehicle or Chattel is disposed of by public auction, the auction shall be advertised at least once in a local newspaper.

## **Disposal Proceeds**

- 9.5 The proceeds of disposal shall be applied firstly to the cost of the disposal and secondly to the fees incurred by the Municipality, for the removal and impoundment. Any remaining balance shall, in the case only of a vehicle or Chattel that has a realized disposal value, be held for the owner by the Municipality for 6 months from the date of disposal. If the balance remains unclaimed at the end of that period, such balance shall be paid into the general revenue account of the Municipality or as otherwise directed by Council.

## **PART 10 – PERMITS**

10.1 The Administrator is hereby authorized:

- (a) To issue Permits under this Bylaw; and
- (b) to refuse, suspend, amend, vary or cancel any Permit if the Administrator considers that the activities proposed or contemplated under the Permit cannot be or are not being carried out safely and with a minimum risk of injury to persons, damage or loss to property, inconvenience to others using the Highway, or to residents or businesses in the vicinity, or to the general public.

### **Availability of Permit**

10.2 Once issued, a Permit must at all times be available at the site or in the vehicle for which the Permit was issued, and a person responsible for the activity under the Permit must immediately produce the Permit at the request of the Administrator, a Peace Officer or a Bylaw Enforcement Officer.

### **Effective Period of Permit**

10.3 The effective period of a Permit shall be as stipulated by this Bylaw or by the date set on the Permit itself, unless suspended, amended, varied, revoked or cancelled; and in any case, shall not exceed twelve (12) months.

### **Permit Fees and Securities**

10.4 Every Applicant for a Permit must submit an Application to the Administrator and pay to the Municipality the applicable fees established under the *Anmore Fees and Charges Bylaw No. 557-2016*.

10.5 In the case of work or an activity affecting the paved portion of a Highway, the Administrator may require an Applicant to provide a security deposit as a condition of issuing the Permit, in an amount sufficient to remedy any damage to or loss of pavement integrity resulting from the work carried out under the Permit.

10.6 The Administrator may require additional security to ensure compliance with this Bylaw and the performance of any term or condition imposed under a Highway Use Permit, in an amount that is, in the opinion of the Administrator, sufficient to pay the cost of either or both of the following:

- (a) remedying any damage to the Highway, structure, or other public or private property, or to replace or compensate for loss or injury resulting from the activity for which the Permit was issued and, where applicable, maintenance for up to one year following completion of any such repair; and
  - (b) fulfilling the obligations imposed by the Permit within the time specified by the Permit on default of the Permit holder.
- 10.7 An Applicant who is required to provide a Permit deposit as a condition of the issuance of a Permit may, at the Applicant's option, provide the Permit deposit by:
  - (a) a cash deposit,
  - (b) an irrevocable letter of credit, or
  - (c) another form of security satisfactory to the Administrator.
- 10.8 If a Permit holder fails to promptly repair any damage, compensate for any injury or loss resulting from work, activity or other thing that is subject to the Permit, or fails to fulfill the obligations of the Permit within the specified time, the Municipality may draw upon the deposit or security provided by the Permit holder and may take steps to remedy the damage, compensate for loss or injury, or fulfill the obligations of the Permit holder. If there are not sufficient funds on deposit or available through the security provided to cover the costs, the Municipality may recover any shortfall from the Permit holder, and the amount of any such shortfall, as indicated by an invoice, becomes a debt owing to the Municipality.

#### **Highway Use Permit**

- 10.9 Every Permit holder must ensure that the work carried out under a Highway Use Permit conforms in every respect to plans and specifications approved by the Administrator, meets all terms and conditions of the Permit, and that the work, and any related work or activity, be in compliance with this Bylaw and other applicable enactments.
- 10.10 Where any completed work on, over or under a Highway is to be taken over by the Municipality, the Permit holder shall maintain such work for a period of one year from the date of completion of the work, as certified by the Administrator. The Permit holder must place an additional deposit in the amount to cover the maintenance period.

- 10.11 Upon final completion of work carried out under a Highway Use Permit or the end of a maintenance period, as applicable, any amount that is not used or required by the Municipality to remedy a default of the Permit holder or any loss, injury or damage otherwise resulting from the work or from non-compliance with the Permit or this Bylaw will be refunded to the Permit holder.

### **Sidewalk Use Permits**

- 10.12 A person must not use or permit the use of any portion of Sidewalk adjacent to premises owned or occupied by them for any purposes without first obtaining a Sidewalk Use Permit.

### **Temporary Sidewalk Use Permit**

- 10.13 The Administrator may consider applications for the temporary use of a Sidewalk and may issue a Permit for that use, on receiving a completed Application in a form approved by the Administrator, provided that:

- (a) the Administrator is satisfied that the proposed use will not:
  - (i) obstruct normal Traffic in the area;
  - (ii) interfere with other uses in the vicinity;
  - (iii) result in unsightliness;
  - (iv) create a substantial safety hazard or distraction to drivers;
  - (v) result in injury to persons or loss of or damage to property;
  - (vi) be left unattended; or
  - (vii) inconvenience adjacent residents or businesses;
- (b) any structures used are of appropriate size and proportion for the proposed location and are safe and capable of being readily removed; and in any case, at the end of each day they are used;
- (c) the use is limited to eight (8) hours per day and does not, in any case, continue longer than seven (7) days within any six (6) month period;
- (d) the applicant pays the fee(s) set under the *Fees and Charges Bylaw*; and

- (e) the applicant provides the Municipality with insurance, security, and deposits as the Administrator considers necessary or appropriate in the circumstances.

10.14 A person who has been issued a Sidewalk Use Permit must ensure that this Bylaw and all of the restrictions, requirements, terms and conditions of the Sidewalk Use Permit have been met.

### **Review by Council**

10.15 An Applicant who has been refused a Permit, or a Permit holder whose Permit has been suspended or cancelled by the Administrator, may request that Council review the decision by delivering a written request, along with related information and supporting reasons, to the corporate officer of the Municipality, with a copy to the Administrator, within five (5) business days of receiving a notice of the Administrator's decision.

10.16 At a date and time to be arranged by the corporate officer, the Applicant may appear before Council and be heard regarding a decision to suspend or cancel a Permit.

10.17 In addition to information and submissions by the Applicant, and a report from the Administrator as to the Administrator's decision, Council may consider any other information it considers relevant; and after reviewing the matter, may confirm, vary or cancel the decision of the Administrator.

## **PART 11 – ENTRY AND COST RECOVERY**

### **Entry for Inspection**

11.1 Any Peace Officer, Bylaw Enforcement Officer, the Administrator and any employee of the Municipality acting under the direction of the Administrator may, in accordance with section 16 of the *Community Charter*, enter upon any property subject to this Bylaw in order to inspect the property and determine whether all regulations, restrictions and requirements are being met.

### **Remedy and Cost Recovery for Default**

11.2 Where, in this Bylaw, any activity, matter or thing is required to be done by any person, where default occurs, such activity, matter or thing may be done by the Municipality at the expense of the person in default, and the expense may be recovered from the person as a debt owing to the Municipality. Without limiting the foregoing, where the Municipality provides work or service in relation to land or improvements, any costs incurred by the Municipality that are not paid in full



by December 31 in the calendar year in which the costs were incurred, may be collected from the property owner in the same manner as for property taxes.

## **PART 12 – ENFORCEMENT AND PENALTY**

### **Fines and Penalties**

#### **12.1 A person who:**

- (a) contravenes, violates or fails to comply with any provision of this Bylaw;
- (b) suffers or allows any act or thing to be done in contravention of this Bylaw, or any permit or order issued under this Bylaw; or
- (c) fails or neglects to do anything required to be done under this Bylaw;

commits an offence, and upon conviction shall be liable to a fine of not more than ten thousand (\$10,000.00) dollars; and each day that the offence is continued shall constitute a separate offence.

#### **12.2 This Bylaw may be enforced:**

- (a) by a Peace Officer, Bylaw Enforcement Officer, or the Administrator;
- (b) by means of a ticket in a form prescribed for such purpose in accordance with the *Community Charter*, and with fines imposed for offences as set under the *Anmore Municipal Ticket Information and Utilization Bylaw No. 479-2009*;
- (c) by proceedings brought under the *Offence Act*; or
- (d) by means of a bylaw notice and penalty imposed by a bylaw of the Municipality under the *Local Government Bylaw Notice Enforcement Act*.

#### **12.3 A Peace Officer, Bylaw Enforcement Officer, or the Administrator may refer any disputed tickets to the Provincial Court and may represent the Municipality in any related proceedings.**

## **PART 13 – REPEALMENT and EFFECTIVE DATE**

13.1 The *Village of Anmore Highway Regulation Bylaw No. 64, 1991* and all amendments thereto are hereby repealed on adoption of this Bylaw.

13.2 This Bylaw comes into force and effect on the date of adoption.

**READ** a first time the 4th day of December, 2018

**READ** a second time the 4th day of December, 2018

**READ** a third time the 4th day of December, 2018

**ADOPTED** the day of

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
MANAGER OF CORPORATE SERVICES

Certified as a true and correct copy of "Anmore Highway Regulation Bylaw No. 586-2018".

\_\_\_\_\_  
DATE

\_\_\_\_\_  
MANAGER OF CORPORATE SERVICES

## COUNCIL REMUNERATION COMMITTEE

### TERMS OF REFERENCE

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#### Governance

The Council Remuneration Committee ("Committee") is governed by the applicable provisions in the *Local Government Act*, *Community Charter*, *Anmore Procedure Bylaw* and *Code of Conduct*.

#### Purpose

The purpose of these Terms of Reference is to address items that are not dealt with in the *Local Government Act*, *Community Charter*, *Anmore Procedure Bylaw* and *Code of Conduct*.

#### Mandate

The Committee shall review and report back on Anmore Council's annual remuneration and expenses, taking into consideration the recent changes to the *Income Tax Act*.

#### Membership

Membership has been established by Council and is comprised of six (6) members of the public. Council has appointed one Committee member to act as Chair.

The term of appointment will commence in January 2019 and will conclude by March 2019. The Council Remuneration Committee will not be renewed.

A quorum is a majority of all members of the Committee.

As referenced in the *Anmore Procedure Bylaw*, the Mayor is an ex-officio of the Committee and when present may constitute a quorum.

#### Decision Making and Recommendations

The Committee does not hold any decision making authority. The Committee will make recommendations to Council related to the mandate.

#### Meetings

At its first meeting, the Committee will establish a meeting schedule and the Chair shall provide the schedule to the Corporate Officer. The Committee will only meet on dates previously scheduled, unless alternative arrangements have been made with the Corporate Officer and proper notification has been provided to Committee members and the public.

#### Public Involvement

All meetings of the Committee shall be open to the public. The Committee is not permitted to meet In-Camera.

Members of the public who attend the meetings are present as observers. No input from the public will be considered at a meeting. If a public member wants to present information or questions to the Committee, they are requested to do so by way of submission to the Corporate Officer.

#### Council Involvement

When requested by the Committee, the Mayor and/or members of Council will attend a meeting to provide requested information relevant to the mandate. Attendance by members of Council will not constitute quorum.

#### Staff Involvement

When requested by the Committee, staff or a staff representative will attend a meeting in a technical capacity only. Attendance by staff or a staff representative will not constitute quorum.

#### Agendas

Agendas and supporting materials shall be distributed in advance of a meeting by staff. Subsequent to the first meeting, staff will prepare the agenda in consultation with the Mayor and/or the Chair. Agendas shall be circulated by email 72 hours prior to the meeting and shall be posted to the website, in accordance with the *Anmore Procedure Bylaw*.

#### Minutes

Minutes of all meetings shall be electronically recorded for the purpose of transcription by staff. Staff will attempt to prepare the draft minutes for review and adoption at the next scheduled meeting.

APPROVED BY COUNCIL ON:	
APPROVED BY THE COMMITTEE ON:	

## Carmen Disiewich

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**From:** Polly Krier  
**Sent:** January-07-19 6:12 PM  
**To:** Carmen Disiewich  
**Subject:** Fw: Invitation to Soroptimist International of the TriCities "Give Her Wings Brunch"

Hello Carmen and Happy New Year!!

I hope that you had a spectacular Christmas and 2019 is off to a terrific start. It's going to be an exciting year for you!

Did you receive the below invitation at he office or did she only send to me?

I would like to support them as they do so much good in the Tri-Cities. I can attend and a wondering if I am able to go as a representative of Anmore?

Let me know how to proceed.

Hope to see you soon,

**Polly J. Krier**  
Councillor



P) 604.861.8650 | E) polly.krier@anmore.com | W) anmore.com  
2697 Sunnyside Road, Anmore, BC, V3H 5G9

Correspondence with any government body, including Village of Anmore Council, staff and consultants, is subject to disclosure under the Freedom of Information and Protection of Privacy Act.

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**From:** Darlene McCann <darlene\_mccann@telus.net>  
**Sent:** January 7, 2019 4:24 PM  
**To:** Polly Krier  
**Subject:** FW: Invitation to Soroptimist International of the TriCities "Give Her Wings Brunch"



Give Her  
Wings

Soroptimist International of the Tri Cities

Dear Polly,

\* It is so nice to be sending this personal invitation to Anmore's newest Councillor. Wishing you all the best,  
Darlene

On behalf of Soroptimist International of the Tri Cities we would like to invite you to a brunch fund-raiser in support of programs benefitting women and girls in our community. The *Give Her Wings Brunch* will consist of a basket raffle and the presentation of our Bea Kelly, Live Your Dream, Ruby, and Give Her Wings Awards; as well as fabulous musical entertainment. The event will be held at the **Vancouver Golf Club on Sunday March 10<sup>th</sup>, 2019, doors open at 11:00am with brunch being served at 11:30am.**

With your help, Soroptimist International of the Tri Cities hopes to raise \$40,000 from the *Give Her Wings Gala* so we can continue to offer great programs like:

- *Bea's Kloset* - A 'free store' for women and young girls transitioning to life on their own.
- *CABE Alternative Secondary School "lunch and learn"* – a monthly program for teen girls that provides mentoring and educational teen-sensitive topics like employment opportunities, nutrition, budgeting, stereotyping, body image, bargain hunting/cost savings and organizing/time management.
- *A Warm Place for Women* – this monthly social event and meal hosted over 1200 women and children last year, offering the opportunity for community, friendship, mentorship and gently used clothes and household items.
- *ESL Learning Program* – Soroptimist volunteers meet for informal one on one conversation with local women looking to improve their English skills.
- *Suwa'ikh Secondary "lunch and learn"* - a monthly program for teen girls that provides mentoring and educational teen-sensitive topics like employment opportunities, nutrition, budgeting, stereotyping, body image, bargain hunting/cost savings and organizing/time management.
- *Westminster House* - a monthly craft, and mentoring program for women going through rehabilitation.
- Annual awards & bursary programs for community women & teens, including:
  - *The Live Your Dream Award* provides a bursary to a woman who is the main breadwinner for her family and is going back to school to further her education.
  - *The Bea Kelly Volunteer Award* recognizes a teen girl in her last year of high school who excels in volunteerism.
  - *The Ruby Award* recognizes a woman who works every day in either her profession, or volunteer activities, to help other women.
  - *The Give Her Wings Award* - provides a bursary to an exceptional woman going back to school to further her education.

Tickets can be purchased through SNAPD <https://tricitiebsc.snapd.com/#/events/view/1006188> early bird (until January 31<sup>st</sup>, 2019) \$50.00. Regular from (February 1<sup>st</sup>, 2019) \$55.00. You may also contact me at [darlene\\_mccann@telus.net](mailto:darlene_mccann@telus.net) 604-803-9807 or Sandra Baker at [the\\_bakers@telus.net](mailto:the_bakers@telus.net) 604-317-2175 and we will arrange to pick up your cheque and leave you your tickets. .

We look forward to seeing you there.

Darlene McCann

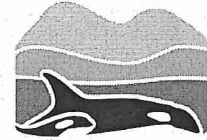




RECEIVED

JAN 08 2019

VILLAGE OF  
ANMORE



**Georgia Strait Alliance**  
*Caring for Our Coastal Waters*

10 December 2018

Anmore (Village)  
2697 Sunnyside Road  
Anmore, BC V3H 5G9

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 Anmore. 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 25<sup>th</sup>, 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 current<sup>1</sup> and future climate costs<sup>2</sup> are likely to be, most local governments have not yet turned their minds to this important question – which is

<sup>1</sup> 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."

<sup>2</sup> 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 25<sup>th</sup>, 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.<sup>3</sup>

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

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<sup>3</sup> [http://www.climateaccountability.org/carbon\\_majors\\_update.html](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.<sup>4</sup>

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.<sup>5</sup>

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.<sup>6</sup> 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.<sup>7</sup> For more information on how and why to send a Climate Accountability Letter, please see *Climate Accountability Letters: An Introduction for Local Governments*.<sup>8</sup>

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<sup>4</sup> 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.

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

<sup>6</sup> For examples of letters sent by other local governments, visit [www.wcel.org/campaign-update](http://www.wcel.org/campaign-update).

<sup>7</sup> 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](https://www.wcel.org/sites/default/files/file-downloads/carbonmajorsspreadsheet_final.xlsx).

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

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](mailto:agage@wcel.org) if you would like to explore any of the following options:

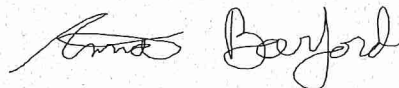
- **A class action lawsuit** – BC communities working together and pooling their resources might choose to bring a class action lawsuit against fossil fuel companies on behalf of all BC local governments, following the example of many U.S. local governments.<sup>9</sup> According to the 2017 JMI poll, 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,<sup>10</sup> while more than 50 BC-based organizations have called on Premier John Horgan to enact a similar law.<sup>11</sup>
- **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.<sup>12</sup>

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



Anna Barford,  
Community Organizer

Enclosures

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

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

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

<sup>12</sup> 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%<sup>1</sup>. 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.<sup>2</sup>

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.<sup>3</sup>

### **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.<sup>4</sup>

3. Sample accountability letters are available online at [www.climatelawinourhands.org/demand-accountability](http://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	



January 3rd, 2019

Municipal Mayors and CAO's

**Re: Coastal Gaslink pipeline Injunction Order Enforcement**

Dear Mayors and Chief Administrative Officers,

On October 2, 2018, LNG Canada announced plans for Coastal GasLink (CGL) to construct a natural gas liquefaction facility at Kitimat and an associated 620 km pipeline from Dawson Creek to supply the facility. During construction up to 2,500 people will be working in 11 construction camps along the pipeline route. While this project is approved by the Provincial Government and is supported by the elected First Nation governments along the pipeline route, there is opposition from some First Nations leaders and groups as well as some environmental advocacy organizations.

The geographic focus for opposition is the Unis'tot'en Camp located near the Morice River Bridge approximately 60 km west of Houston, BC. The Camp is supported by the Office of the Wet'suwet'en, the hereditary political organization of the Wet'suwet'en Nation. The Camp is expected to be the most active protest site and presently maintains a blockade to restrict access. The influx of construction workers combined with anti-LNG protests will impact the North District's ability to maintain core policing operations in effected areas.

On December 14, 2018, the BC Supreme Court in Prince George, BC made an interim order prohibiting interference with work being done on the pipeline which requires BC RCMP to enforce the order. At this time, the access remains blocked.

This constitutes a special event in British Columbia. The purpose of this letter is to formalize our communications on this matter and any impact it may have on the municipal policing unit.

Pursuant to Article 8.6(a) MPPA, part of your Municipal Police Service may be redeployed to provide additional police resources as is reasonably necessary to maintain law and order, keep the peace and protect the safety of persons, property or communities. The actual timing and number of resources will be left to the discretion of the designated commander. In accordance with Article 8.6(c) MPPA, the Province is responsible for paying the costs of any redeployment including salary, transportation and maintenance, at the applicable cost-sharing ratio set out in Article 11.1 MPPA.

Any deployment from your detachment will be in consultation with the District and Detachment Commander. While it is important to address special events such as this, it is also essential that your community continues to receive adequate policing. The District and Detachment Commander will ensure this balance is maintained and will continue to update and consult with you on any resourcing requests relating to this operation.

Respectfully,

Dave ATTFIELD, Chief Superintendent

Gold Commander, Community-Industry Response Group, 'E'-Division, Criminal Operations.





January 7, 2019

Lower Mainland District RCMP  
Mayors' Forum

Dear Lower Mainland District Mayors,

I am writing to provide additional context to Chief Superintendent Dave Attfield's correspondence to you dated January 3, 2019.

As indicated in his letter, there may be a need to supplement provincial police resources elsewhere in the province to enforce court orders in relation to pipeline construction. These resourcing needs are not yet fully determined and are likely to fluctuate over time. I can say that I do not anticipate it will remotely approach the scale of resources that were needed for the 2017 and 2018 Wildfires (Wildfires).

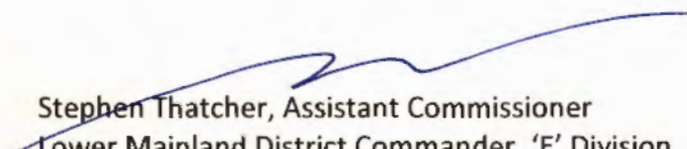
To ensure that the RCMP is compliant with its obligations under the Municipal Police Unit Agreement (MPUA), it is important that you receive notice if any members of the municipal police unit are reassigned at any time. To that end, your detachment commander will ensure that you are kept informed and that members shall only be released from detachments if adequate policing levels are maintained locally. Further, the RCMP will ensure that costs are properly tracked and apportioned as outlined with the MPUA.

At the Lower Mainland District level, I will be monitoring any contributions from within the District municipal business line to ensure compliance with the MPUA (and related agreements) and that local policing is not compromised.

As the District Commander, I believe the diversity of experience that is gained during such deployments benefits both the member and their home unit upon return. In fact, during and after the deployments to the aforementioned Wildfires, we received positive feedback from many of the members that attended. I anticipate this will be the same. Our members appreciate assisting other communities in times of need and broadening their policing experience. In fact, in our integrated units, many independent police agency members who were unable to participate because of indemnification reasons expressed regret at missing such an opportunity.

As always, please contact your detachment commander should you have any further questions. You should also feel free to reach out to the District Corporate & Client Services Officer, Superintendent Brian Edwards.

Sincerely,

  
Stephen Thatcher, Assistant Commissioner  
Lower Mainland District Commander, 'E' Division  
Royal Canadian Mounted Police

## Juli Halliwell

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**From:** Village.hall@anmore.com  
**Sent:** January-04-19 3:48 PM  
**To:** Juli Halliwell  
**Subject:** FW: Letter from the Honourable Katrine Conroy and the Honourable Katrina Chen

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**From:** MCF Info MCF:EX [mailto:MCF.Info@gov.bc.ca]  
**Sent:** January-04-19 3:22 PM  
**To:** Village.hall@anmore.com  
**Subject:** Letter from the Honourable Katrine Conroy and the Honourable Katrina Chen

### VIA E-MAIL

Ref: 241210

His Worship Mayor John McEwen and Council  
Village of Anmore  
E-mail: [village.hall@anmore.com](mailto:village.hall@anmore.com)

Dear Mayor McEwen and Council:

As we enter a new year, we would like to thank local governments for the important work you do to support communities and families throughout British Columbia. Many families across the province are looking for access to affordable, quality child care, and currently too many are struggling to find the care they need.

To support the expansion of affordable, quality and accessible child care throughout British Columbia, the province has partnered with the Union of British Columbia Municipalities (UBCM) to [offer two funding programs](#) for local governments to help create more licensed child care spaces:

- The **Community Child Care Space Creation Program**, established with \$13.7 million in funding under the Canada-British Columbia Early Learning and Child Care Agreement, will award up to \$1 million to local governments creating new licensed child care spaces within their own facilities for children aged five and under, with a focus on spaces for infants and toddlers.
- The **Community Child Care Planning Program** will provide up to \$25,000 in funding for local governments to engage in child care planning activities in order to develop a community child care space creation action plan. Local governments who work together on applications will be eligible for up to \$25,000 per local government. For example, three local governments applying together for one project may be eligible to receive up to \$75,000.

**The deadline for both programs is approaching quickly—be sure to submit your application to UBCM no later than January 18, 2019.**



UBCM is administering both programs. These partnerships ensure that planning for child care spaces is done at the community level and that child care spaces are created where they are most needed; after all, local governments know their communities best. We encourage you to consider how you can take advantage of these programs to help meet the child care needs of families in your communities.

We understand that assembling a strong application takes time and would like to highlight that the Community Child Care Planning Program requires only a budget and council/board resolution in addition to the application form. To assist you in meeting the application deadline for these programs, we have enclosed a sample resolution to bring to your council or board.

If you do not have a project ready to meet the UBCM application deadline for the Community Child Care Space Creation Program, please also consider the [Childcare BC New Spaces Fund](#), which has no deadline to apply. This fund offers up to \$1 million per facility for public sector partnerships with non-profit child care providers (as well as school boards and band or tribal councils or First Nations governments directly operating child care programs), and up to \$250,000 or \$500,000 per facility for all other types of organizations.

For more information about the community child care programs, visit [UBCM's Web site](#) or contact Local Government Program Services at 250 952-9177 or [lgps@ubcm.ca](mailto:lgps@ubcm.ca).

As always, please feel free to contact the office of the Minister of State for Child Care with any questions at [CC.Minister@gov.bc.ca](mailto:CC.Minister@gov.bc.ca), and visit [Childcare BC](#) for more information about the province's investments in child care.

Thank you again for the outstanding work you do for families in your community.

Sincerely,

**ORIGINAL SIGNED BY**

Katrine Conroy  
Minister of Children and  
Family Development

**ORIGINAL SIGNED BY**

Katrina Chen  
Minister of State for Child Care

pc: Sasha Prynne, Programs Officer  
Local Government Program Services, UBCM

Encl (below): Council or Board Community Child Care Resolution (SAMPLE)

## **Council or Board Community Child Care Resolution (SAMPLE)**

WHEREAS there is a need for child care in the *[LOCAL GOVERNMENT NAME]*;

WHEREAS the *[LOCAL GOVERNMENT NAME]* support the creation of quality, affordable, child care spaces to help provide employment, relief for working parents and support a strong economy;

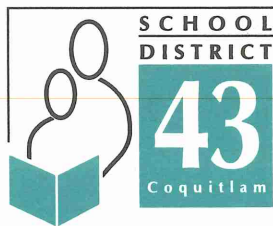
WHEREAS there are unprecedented funding programs now offered by the Union of British Columbia Municipalities (UBCM) and the Province of BC to help local government plan and build new child care spaces;

BE IT RESOLVED That the *[LOCAL GOVERNMENT NAME COUNCIL OR BOARD]* direct staff to apply for the UBCM Community Child Care Planning program to do a child care needs assessment and manage any funds received through this program,

Or

For collaborative projects only: BE IT RESOLVED That the *[LOCAL GOVERNMENT NAME COUNCIL OR BOARD]* support the *[LOCAL GOVERNMENT NAME COUNCIL OR BOARD]* primary applicant to apply for, receive and manage the grant funding on our behalf.

BE IT FURTHER RESOLVED That the *[LOCAL GOVERNMENT NAME COUNCIL OR BOARD]* direct staff to investigate potential opportunities for use of the Community Child Care Space Creation Programs, and the Childcare BC New Spaces Fund, and come back to Council with a recommendation of ways to avail ourselves of this new funding opportunity to create child care spaces.



Learning for a Lifetime

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**BOARD OF  
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Craig Woods

January 9, 2018

Local Government Program Services  
Union of BC Municipalities  
525 Government Street,  
Victoria, BC, V8V 0A8

To the UBCM Grant Selection Committee,

**RE: Letter of Support for Child Care Planning Grants for Port Moody, Coquitlam and Port Coquitlam**

School District #43 (SD43) continues to work in collaborating with all levels of government to address the child care needs of Tri-Cities families. In 2018, SD43 representatives met with city councilors from Port Moody, Coquitlam and Port Coquitlam, Provincial Government Ministers, and other local child care organizations to discuss the emerging needs and challenges of child care facilities operating on, or near school grounds. Resulting from these discussions, the School District proposed to create a joint child care task force with local municipalities to address these issues.

We would like to express our support for the child care planning grant applications being submitted by the cities of Port Moody, Coquitlam and Port Coquitlam. We know from parents that accessing high quality and affordable child care is a challenge in our area, especially for parents that work outside of regular business hours or who have children who require extra support needs.

As of September 2018, the Coquitlam School District is proud to note there were 20 child care operations in portables on school grounds, and 22 operations located inside schools (in classrooms, gyms and libraries). 36 of 46 elementary schools currently have existing child care operations. This provides nearly 2,100 child care places throughout the Tri-cities area. We are interested in working with the municipalities, province and other stakeholders to find ways to increase the provision of child care services.

We look forward to starting the work of the task force and participating in the child care planning process with the cities and other stakeholders. We recognize that the provision of child care is an issue that crosses municipal boundaries and

needs to involve a wide range of stakeholders - the municipalities, the school district, the health authority, the province, and service providers. We look forward to working together to ensure that families have access to the affordable high-quality child care that they need.

Thank you very much for giving favourable consideration to the grant applications from the Tri-Cities municipalities.

Yours truly,

**SCHOOL DISTRICT NO. 43 (COQUITLAM) BOARD OF EDUCATION**

A handwritten signature in black ink, appearing to be 'Barb Hobson', written over a horizontal line.

Barb Hobson  
Chair, Board of Education

cc: Board of Education  
Patricia Gartland, Superintendent of Schools/CEO  
Chris Nicolls, Secretary-Treasurer/CFO  
Mayor and Council, Cities of Coquitlam, Port Coquitlam and Port Moody



Royal Canadian  
Mounted Police

Gendarmerie royale  
du Canada

District Officer

Chef de district

January 11, 2019

Lower Mainland District RCMP  
Mayors' Forum

Dear Mayors,

As you may have heard from your detachment commander or the media, the BC RCMP's Commanding Officer, Deputy Commissioner Brenda Butterworth-Carr, will step down from her position on March 4, 2019.

Deputy Commissioner Brenda Butterworth-Carr has accepted an appointment as the new Assistant Deputy Minister and Director of Police Services for the Province of British Columbia. As such, she will remain very much involved in policing in British Columbia and her extensive experience will continue to benefit public safety throughout the province. She will replace Mr. Clayton Pecknold, who, incidentally, is himself assuming a new role as the BC Police Complaints Commissioner.

At present I have no news to share regarding a new commanding officer for British Columbia. I will be pleased to share that information as soon as I am able.

The Lower Mainland District Office will continue to emphasize the timely communication of information and the delivery of effective police services to you, our contract partners.

Please contact me or Superintendent Brian Edwards, the LMD Corporate Services Officer, should you have any questions arising from this news.

Sincerely,

Stephen Thatcher, Assistant Commissioner  
Lower Mainland District Commander, 'E' Division  
Royal Canadian Mounted Police

c/Sept.  
M. MAUN  
for