

REGULAR COUNCIL MEETING – AGENDA

Agenda for the Regular Council Meeting scheduled for Tuesday, April 20, 2021 immediately following the Parcel Tax Roll Review Panel Meeting scheduled for 7:00 p.m. by electronic means via Zoom pursuant to Minister of Public Safety and Solicitor General of the Province of British Columbia – Emergency Program Act, updated Ministerial Order No. M192.



NOTE: Pursuant to the Provincial Health Officer Order regarding Gatherings and Events updated on December 2, 2020, members of the public are not permitted to attend Council meetings in person at this time due to COVID-19. Members of the public may view our Regular Council meeting by accessing the meeting via Zoom.

For members of the public watching, staff will be moderating the meeting, but we ask that you please DO NOT turn on your camera or mic for the meeting until you are invited to do so by the Chair.

*Should you wish to provide a comment or ask a question during Item 3 Public Input, or Item 17 Public Question Period please do so by:

- Sending an email to Karen Elrick by 4 p.m. prior to the meeting at karen.elrick@anmore.com
- Using the “raise hand” function in the Zoom meeting to indicate you’d like to speak or turning on your mic when invited by the Chair

To access the meeting: <https://us02web.zoom.us/j/82582453549>

THIS MEETING’S PROCEEDINGS WILL BE LIVE STREAMED VIA ZOOM AND AVAILABLE AS A RECORDED ARCHIVE ON THE VILLAGE WEBSITE

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

None.

5. Adoption of Minutes**Page 6 (a) Minutes of the Regular Council Meeting held on March 30, 2021**

Recommendation: That the Minutes of the Regular Council Meeting held on March 30, 2021 be adopted, as circulated.

6. Business Arising from Minutes**7. Consent Agenda**

Note: Any Council member who wishes to remove an item for further discussion may do so at this time.

Recommendation: That the Consent agenda be adopted.

Page 12 (a) Single-Use Item Regional Regulation

Recommendation: That Council receive the Communication dated March 30, 2021 from City of Burnaby regarding Single-Use Item Regional Regulation.

Page 15 (b) Local Government Election Candidates: Access to Multifamily Dwellings During Campaign Period

Recommendation: That Council receive the communication dated March 30, 2021 from the City of Burnaby regarding Local Election Candidates: Access to Multifamily Dwellings During the Campaign Period.

Page 18 (c) Support for Laid-Off Hotel and Tourism Industry Workers

Recommendation: That Council receive the communication dated March 31, 2021 from City of Victoria regarding Support for Laid-Off Hotel and Tourism Workers.

Page 20 (d) Canadian Pacific Trails Association Lease in Belcarra Park

Recommendation: That Council receive the communication dated April 7, 2021 from Canadian Pacific Trails Association regarding termination of lease in Belcarra Park.

Page 43 **(e) Impact of City of Surrey's Police Transition**

Recommendation: That Council receive the communication dated April 8, 2021 from City of Coquitlam regarding the Impact of City of Surrey's Police Transition.

(f) Council Committee Appointments

At the In Camera Council meetings held on March 16, 2021; and March 30, 2021, Council made the following appointments to Council Committees:

THAT Council appoint the following individuals as members of the Community Engagement and Inclusion Committee for the two (2) year term commencing April 1, 2021:

1. Chloe Heisler
2. Kerri Palmer Isaak
3. Trudy Schneider
4. Addie Southam

AND; THAT Council appoint the following individuals as members of the Environment Committee for the two (2) year term commencing April 1, 2021:

1. Bill Cooke
2. Allan Harmer
3. Alex Stein
4. Elaine Willis

AND; THAT Council appoint the following individuals as members of the Finance Committee for the two (2) year term commencing April 1, 2021:

1. Nick Cheng
2. Mark Roberts

AND; THAT Council appoint the following individuals as members of the Parks and Recreation Committee for the two (2) year term commencing April 1, 2021:

1. Bruce Scatchard
2. Jay Sheere
3. Susan Mueckel
4. Zahra Zaker

AND; THAT Council appoint the following individuals as members of the Public Safety Committee for the two (2) year term commencing April 1, 2021:

1. Robert Boies
2. John Burgess
3. Gord McRae
4. Sky Zhu

AND THAT Council direct Staff to contact all applicants to inform them of Council's decision and further authorize release of the successful applicants for the Council Committee appointments to a future open meeting of Council.

8. Items Removed from the Consent Agenda

9. Legislative Reports

Page 46

(a) Anmore Tax Rates Bylaw

Recommendation: That Council grant first, second, and third readings to Anmore Tax Rates Bylaw 643-2021.

10. Unfinished Business

11. New Business

None.

12. Items from Committee of the Whole, Committees, and Commissions

None.

13. Mayor's Report

14. Councillors Reports

15. Chief Administrative Officer's Report

16. Information Items

(a) Committees, Commissions and Boards – Minutes

- None

(b) General Correspondence

- Page 49 • Metro Vancouver Board in Brief for meetings held on March 26, 2021
- Page 60 • Communication dated April 13, 2021 from City of Penticton regarding BC Government's Use of Provincial Paramountcy to Undermine Local Government Bylaws

17. 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.*

18. Adjournment

REGULAR COUNCIL MEETING – MINUTES

Minutes for the Regular Council Meeting scheduled for Tuesday, March 30, 2021 at 7:00 p.m. by electronic means via Zoom pursuant to Minister of Public Safety and Solicitor General of the Province of British Columbia – Emergency Program Act, updated Ministerial Order No. M192.



ELECTED OFFICIALS PRESENT

Mayor John McEwen
Councillor Polly Krier
Councillor Tim Laidler
Councillor Kim Trowbridge
Councillor Paul Weverink

ABSENT

OTHERS PRESENT

Karen Elrick, Manager of Corporate Services
Chris Boit, Manager of Development Services

1. Call to Order

Mayor McEwen called the meeting to order at 7:05 p.m.

2. Approval of the Agenda

IT WAS MOVED AND SECONDED:

R051/21 That the Agenda be approved as circulated

Carried Unanimously

3. Public Input

None.

4. Delegations

None.

5. Adoption of Minutes

(a) Minutes of the Regular Council Meeting held on March 16, 2021

IT WAS MOVED AND SECONDED:

R052/21 That the Minutes of the Regular Council Meeting held on March 16, 2021 be adopted, as circulated.

Carried Unanimously

6. Business Arising from Minutes

7. Consent Agenda

IT WAS MOVED AND SECONDED:

R053/21 That the Consent agenda be adopted.

Carried Unanimously

(a) Assessment Processes and Appeals

Recommendation: That Council receive the Communication dated February 25, 2021 from City of Burnaby regarding Assessment Processes and Appeals.

(b) Opioid Crisis and Call for Overdose Action Plan

Recommendation: That Council receive the communication dated March 17, 2021 from the City of Prince George regarding Opioid Crisis and Call for Overdose Action Plan.

(c) Help Cities Lead

Recommendation: That Council receive the communication dated March 4, 2021 from the District of North Vancouver and communication dated March 9, 2021 from the City of Victoria regarding Help Cities Lead.

8. Items Removed from the Consent Agenda

None.

9. Legislative Reports**(a) Anmore Solid Waste Management Amendment Bylaw**

IT WAS MOVED AND SECONDED:

R054/21 That Council adopt Anmore Solid Waste Management
Amendment Bylaw 639-2021.

Carried Unanimously

(b) Water Rates & Regulations Amendment Bylaw

IT WAS MOVED AND SECONDED:

R055/21 That Council adopt Anmore Water Rates and Regulations
Amendment Bylaw No. 640-2021.

Carried Unanimously

**(c) Anmore Green Estates and School District 43 Local Area Service Parcel
Tax Establishment Bylaws**

IT WAS MOVED AND SECONDED:

R056/21: THAT Council adopt Anmore Green Estates Local Area Service
Parcel Tax Establishment Bylaw 644-2021;

AND THAT Council adopt Anmore Green Estates and School
District 43 Local Area Service Parcel Tax Establishment Bylaw
645-2021.

Carried Unanimously

(d) Parcel Tax Roll Review Panel Meeting

IT WAS MOVED AND SECONDED:

R057/21 That Council set the 2021 Parcel Tax Roll Review Panel
meeting for April 20, 2021, at 7:00 p.m. virtually via zoom; and
That Council direct staff to provide notice to affected property
owners.

Carried Unanimously

10. Unfinished Business**11. New Business****(a) UBCM – 2021 FireSmart Economic Recovery – Regional Application – Northeast Sector**

Ms. Karen Elrick, Manager of Corporate Services, provided an overview of the grant opportunity, which if successful would be used to provide temporary staffing to establish outreach and interagency coordination, assessments and mitigation for residential homes and critical infrastructure, and support FireSmart education programs and initiatives.

IT WAS MOVED AND SECONDED:

R058/21 That Council support the UBCM 2021 FireSmart Economic Recovery – Regional Application – Northeast Sector which includes Village of Anmore, Village of Belcarra, City of Coquitlam, and City of Port Coquitlam; and That Council support City of Coquitlam as the primary applicant to apply for, receive, and manage grant funding on behalf of the Village of Anmore, should the application be successful.

Carried Unanimously

(b) Housing Needs Report Award of Contract

IT WAS MOVED AND SECONDED:

R059/21 That Council authorize the direct award of the consulting contract for the Housing Needs Report to RWPAS Ltd. for an amount not to exceed \$15,000.00.

Carried Unanimously

(c) 112 Deerview Rezoning

IT WAS MOVED AND SECONDED:

R060/21 That Council receive the report dated March 24, 2021 entitled 112 Deerview Rezoning, for information.

Carried Unanimously

12. Items from Committee of the Whole, Committees, and Commissions

None.

13. Mayor's Report

Mayor McEwen reported that:

- Engagement with the community related to the proposed Anmore South Regional Growth Strategy amendment will be taking place and community members are encouraged to participate
- He expressed thanks to the Anmore Garden Club and others for the Spirit Park clean up
- Pathways have now been seeded
- Covered bus stops will be installed on Thursday
- Immunization updates continue to be posted from Fraser Health
- Local restaurants need support right now so if you are able to support please do so during this difficult time

14. Councillors Reports

Councillor Krier reported that:

- Handydart is engaging on ways to improve and the Village will be sending out the survey
- The Childcare Task Force has completed its mandate and a formal report will be release in the coming weeks
- Easter Colouring contest draw will take place on Thursday and prizes will be dropped to winners
- She encouraged residents to participate in the Anmore South RGS amendment engagement

Councillor Weverink encouraged residents to participate in the Anmore South RGS amendment engagement

Councillor Trowbridge stressed the importance of community members participating in the community engagement for Anmore South.

15. Chief Administrative Officer's Report

Ms. Elrick reported that:

- Registration is open for Anmore South workshops to be held on April 7 and April 8 and Open House on April 13. Please register at village.hall@anmore.com

- Mail drop is being delivered for Anmore South Discussion and Water Main flushing notice

16. Information Items

(a) Committees, Commissions and Boards – Minutes

- None

(b) General Correspondence

- Tri Cities Food Security Action Plan Steering Committee meeting minutes for meeting held on February 18, 2021
- Communication from District of Sicamous dated March 18, 2021 regarding Invasive Asian Clams
- Communication from District of Sicamous dated March 18, 2021 regarding Aquatic Invasive Species Enforcement

17. Public Question Period

None.

18. Adjournment

It was MOVED and SECONDED:

R061/21 THAT the meeting be adjourned at 7:37 p.m.

Carried Unanimously

Karen Elrick
Corporate Officer

John McEwen
Mayor



CITY OF BURNABY
OFFICE OF THE MAYOR
MIKE HURLEY
MAYOR

2021 March 30

Councillor Laura Dupont
President
Lower Mainland Local Government Assoc.

Sent Via Email: dupontl@portcoquitlam.ca

Councillor Brian Frenkel
President
Union of British Columbia Municipalities

Sent Via Email: bfrenkel13@gmail.com

Dear Councillor Dupont and Councillor Frenkel:

Re: Single-Use Item Regional Regulation

At the 2021 March 29 Council meeting, correspondence was received from the City of New Westminster seeking Council support for a regional regulation for the single-use plastic items.

Arising from discussion, Council adopted the following motion:

1. THAT Council support the City of New Westminster's resolution regarding the single-use item regional regulation.
2. THAT the Mayor, on behalf of Council, send a letter to Metro Vancouver Municipalities, the LMLGA and the UBCM advising of the City of Burnaby's support.

Yours truly,

Mike Hurley
MAYOR

Copied to: Jonathan X. Cote, Mayor of City of New Westminster
Metro Vancouver Municipalities

Our Vision: A world-class city committed to creating and sustaining the best quality of life for our entire community.



Jonathan X. Côté
Mayor

March 4, 2021

VIA EMAIL

Dear Mayor and Council,

Re: Single-Use Item Regional Regulation

The City of New Westminster is very concerned about the environmental damage that is caused by single-use plastic items. Council understands that municipalities have the power to regulate this issue, however Council feels that for wide-scale consistent implementation for consumers and businesses alike, regulations need to cover large geographical areas.

This need for regional regulation is particularly true in the Lower Mainland but would hold true in all areas of British Columbia. In order to achieve regional regulation, the province must provide the legislative framework to regional districts to implement bylaws in this area under their environmental mandate. By creating a larger framework, it is hoped that regulations will address the equity issues involved in legislating this matter, particularly issues such as accessibility and cultural needs.

It is for this reason that Council passed the following motion for LMLGA and UBCM at its March 1, 2021 regular meeting:

WHEREAS enactment of bylaws to regulate single-use items by individual municipalities could lead to a mosaic of regulations across the region and in BC, which may lead to confusion and inconsistency for residents and businesses in the sale or distribution of these items;

WHEREAS greater consistency could be achieved by implementing a regional approach;

WHEREAS regional districts do not have the authority to establish bylaws or regulations in relation to the sale or distribution of single-use items;

THEREFORE BE IT RESOLVED that the Lower Mainland Local Government Association and the Union of BC Municipalities request the Province to engage with regional governments to develop legislation which would provide regional districts with the legislative authority to restrict the sale and distribution of single-use items.

I am writing to ask for the support of your municipality for this motion at the LMLGA Virtual Conference in May. Let us support our shared environment as we collectively work to remove single-use items from British Columbia.

A council report giving more background is attached.

If you have any questions or would like more information, please contact me at jcote@newwestcity.ca or 604-527-4522.

Thank you for your attention to this matter.

Yours truly,



Jonathan X. Côté
Mayor

Att: February 1, 2021 Council Report “Single-Use Item Reduction Advocacy for Consistent Regional Regulation”



CITY OF BURNABY
OFFICE OF THE MAYOR
MIKE HURLEY
MAYOR

2021 March 30

Councillor Laura Dupont
President
Lower Mainland Local Government Assoc.

Sent Via Email: dupontl@portcoquitlam.ca

Councillor Brian Frenkel
President
Union of British Columbia Municipalities

Sent Via Email: bfrenkel13@gmail.com

Dear Councillor Dupont and Councillor Frenkel:

**Re: Local Government Election Candidates: Access to Multifamily Dwellings
During the Campaign Period**

At the 2021 March 29 Council meeting, correspondence was received from the City of New Westminster seeking Council support for a regional regulation for the single-use plastic items.

Arising from discussion, Council adopted the following motion:

1. THAT Council support the City of New Westminster's resolution to enact legislation that gives Local Government Election Candidates access to all types of multifamily dwellings, including housing cooperatives and strata, for the purposes of canvassing or distributing candidate information; and to enact this legislation in time for the 2022 Local Government Elections.
2. THAT the Mayor, on behalf of Council, send a letter to Metro Vancouver Municipalities, the LMLGA and the UBCM advising of the City of Burnaby's support.

Yours truly,

Mike Hurley
MAYOR

Copied to: Jonathan X. Cote, Mayor of City of New Westminster
Metro Vancouver Municipalities

Our Vision: A world-class city committed to creating and sustaining the best quality of life for our entire community.



Jonathan X. Côté
Mayor

March 4, 2021

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This need for regional regulation is particularly true in the Lower Mainland but would hold true in all areas of British Columbia. In order to achieve regional regulation, the province must provide the legislative framework to regional districts to implement bylaws in this area under their environmental mandate. By creating a larger framework, it is hoped that regulations will address the equity issues involved in legislating this matter, particularly issues such as accessibility and cultural needs.

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I am writing to ask for the support of your municipality for this motion at the LMLGA Virtual Conference in May. Let us support our shared environment as we collectively work to remove single-use items from British Columbia.

A council report giving more background is attached.

If you have any questions or would like more information, please contact me at jcote@newwestcity.ca or 604-527-4522.

Thank you for your attention to this matter.

Yours truly,



Jonathan X. Côté
Mayor

Att: February 1, 2021 Council Report “Single-Use Item Reduction Advocacy for Consistent Regional Regulation”



March 31, 2021

The Honourable Harry Bains
Minister of Labour
PO Box 9064, Stn Prov Govt
Victoria, BC V8W 9E2

Dear Minister Bains,

On behalf of Victoria City Council, I am writing today to request favourable consideration for the below motion passed at the March 11, 2021 Council meeting:

WHEREAS the covid pandemic has exacerbated existing inequalities and its social, health, and economic impacts are particularly devastating for women and racialized communities; and

WHEREAS the tourism and hospitality industries have been drastically impacted; and

WHEREAS of the 50 000 hotel workers that were laid off in March 2020, the majority are women and people of colour; and

WHEREAS the duration of the pandemic means that recall rights require extension; and

WHEREAS there are reports of hotels in British Columbia refusing to commit to bringing workers back to their jobs when business returns; and

WHEREAS the City of City of Victoria is committed to a COVID recovery plan that takes better care of people, the environment, and the community than the systems we had before the pandemic; and

WHEREAS the City of City of Victoria recognizes hotel workers and people who work in the tourism industry as valued and valuable members of our community;

THEREFORE, BE IT RESOLVED THAT the City of City of Victoria affirms that people should not lose their livelihoods due to the pandemic; and

.../2

THAT the City of Victoria write to the Ministers of Labour and Tourism expressing our support for the right for laid off workers to return to their jobs when the pandemic eases; and

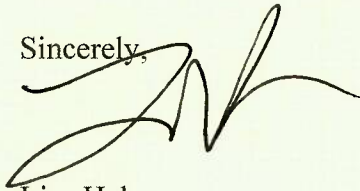
THAT this letter be forwarded to all BC municipalities asking to write their support; and

THAT the City of Victoria writes to the Association of Vancouver Island and Coastal Communities.

Though not expressly in the resolution, the intention of this motion was to write to both the Association of Vancouver Island and Coastal Communities and the Union of BC Municipalities, encouraging them to host future conferences and events in venues that respect worker rights and pay at least a living wage. A copy has been sent to both organizations.

Thank you for your time and consideration. Please do not hesitate to reach out should you have any questions regarding this letter.

Sincerely,

A handwritten signature in black ink, appearing to be 'LH', with a stylized flourish extending to the right.

Lisa Helps
Victoria Mayor

Cc: Honourable Melanie Mark, Minister of Tourism, Arts, Culture and Sport
The Association of Vancouver Island and Coastal Communities (AVICC)
The Union of British Columbia Municipalities (UBCM)



CANADA PACIFIC TRIALS ASSOCIATION

Est. 1971

Canada Pacific Trials
Association
PO Box 31008
#8-2929 St. Johns
Port Moody, BC V3H 4T4
www.trialsbc.com

April 7, 2021

Mr. Sav Dhaliwal, Chair, Metro Vancouver Regional District Board
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Mr. John McEwen, Chair, Metro Vancouver Regional Parks Committee
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Mayor Rob Vagramov and Council, City of Port Moody
100 Newport Drive
Port Moody, BC V3H 5C3

Mayor Jamie Ross and Council, Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8

Mayor John McEwen and Council, Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Chair Dhaliwal, Chair McEwen, and Mayors and Councilors,

We are writing to express our grave disappointment in the Metro Vancouver Regional District Board's decision to terminate our lease in Belcarra Park. Considering our club history of proactively reaching out to Metro Vancouver Parks to seek inputs or concerns about our activity, it was indeed a surprise. Year-over-year there were no concerns raised, nor advice or criticism communicated, surrounding our presence in the park.

It is our understanding that the primary support for this decision was the report entitled *Analysis of Canadian Pacific Trials Association activity impact within the Admiralty Heights lands, Belcarra Regional Park, Summary Report*. We will be speaking to the content of this report, and our associated concerns, in our attached *Report to Metro Vancouver Regional District Board and Parks Committee and Mayors and Councils of Port Moody, Belcarra and Anmore regarding termination of the CPTA's Lease in Belcarra Park (CPTA 2021)*.

The Canada Pacific Trials Association (CPTA) was incorporated in 1971 (pre-dating the formation of the park), and trials motorcycle riders have built and maintained trails in portions of BC

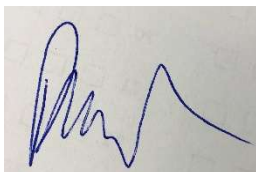
Hydro's Burrard Thermal lands and Belcarra Park (hereinafter referred to as the riding area, or "Ioco") since then. Both trail riding and trials motorcycle competitions are enjoyed in the riding area, and with our 50-year history in the area, we believe that we have standing with respect to any decisions regarding our future use of the park. Ioco is the only trials training area in Metro Vancouver, and one of only a handful in the province.

The Ioco riding area is the only one to host two world championships and several national championships. Ioco has made a meaningful impact on the sport of trials and trials riders, as evidenced by the fact that since the mid-70s, BC has claimed the fifth spot in overall U.S. national championship wins by "state" (most top-level Canadian trials riders compete in the US national series), with BC riders having won 34 US national titles. Some big names in the sport of motorcycle trials were developed at Ioco, or train there regularly, including Christy and Kerry Williams, Sean Bird, Ryon Bell, Wilson Craig, Bill Sparks, Billy DeGaris and Geoff Aaron. Local Ioco trials riders have regularly participated in the international Trials de Nations for Team Canada. The Ioco riding area is well known internationally as a world-class recreation and competition venue. Please see letters of support from the Canadian and U.S. governing bodies of trials motorcycle competitions (letters included in this package).

The CPTA recognizes that trail use within Belcarra Park will be significantly different from the historical use. It may no longer be an area for competition events or intensive practicing. It will be a trail experience that a significant number of our members (and other users) can enjoy. Many trails will be decommissioned or rehabilitated, and our club is excited about the possibilities and prepared to contribute extensively to such a project. The CPTA's use of Belcarra Park is a privilege, and we believe that a compromise can be reached that will enable our continued use of the area in ways that are compatible with other current and future users of the park lands. As well, we urge you to consider the economic impacts of park closure to local and regional trials motorcycle dealers (see letter included with this package). We look forward to working with local governments, the Metro Vancouver Board and Parks Committee, other stakeholders, and the Tsleil - Waututh First Nation to reach this compromise.

In closing, we appreciate the consideration of our concerns, and we will be requesting an opportunity to speak at a Metro Vancouver Board and Parks Committee meeting, as well as to appear [as a formal delegation] before the Mayors and Councils of the three municipalities within which the park is located.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Pierce McNeal', on a light-colored background.

Pierce McNeal, President, Canada Pacific Trials Association

cc: Fiona Hood, Referrals Analyst, Tsleil-Waututh Nation
Mike Redpath, Director, Regional Parks, Metro Vancouver
Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver
Steve Schaffrick, Division Manager Central Area Parks, Metro Vancouver

Please address all correspondence to:

Pierce McNeal, President, CPTA: pmcneal@helijet.com

Chessy Knight, Director at Large, Park Access, CPTA: chessyknight@gmail.com

And please cc:

Greg Down, Secretary, CPTA: cpta.secretary@gmail.com

David Cameron, Director of Sustainability, CPTA: sustainability.cpta@gmail.com

Ron Walsh, Director at Large, CPTA: ronwalsh@telus.net

**Report to Metro Vancouver Board and Parks Committee and Mayors and Councils of Port Moody,
Belcarra and Anmore regarding termination of the Canada Pacific Trials Association (CPTA)
Lease in Belcarra Park**

Prepared by the CPTA, April 7, 2021

Executive Summary

The Canada Pacific Trials Association was formed back in 1971 and is a registered non-profit society. Its mission is to promote recreational and competitive trials motorcycle riding. For 50 years now, the CPTA has been building and maintaining trails in the Ioco area for the enjoyment of trials riders and many other user groups. Trials motorcycles are unique machines that create very little impact to the trails, as they are lightweight, ridden at slow speeds, and are equipped with tires that are made of a soft rubber compound and run at very low air pressures. The sport is family-oriented, and supports a number of businesses who sell and service trials motorcycles, along with associated parts and accessories. These businesses would be adversely impacted by the closure of the Park lands to trials bikes.

The CPTA membership is deeply concerned that we were not consulted on the decision to terminate our lease for the use of portions of Belcarra Park. Given our 50-year history in the riding area, we believe the CPTA is a key stakeholder in Park land use decisions, and should be consulted on decisions affecting our use of the riding area. We are concerned with the findings of the report *Analysis of Canadian Pacific Trials Association activity impact within the Admiralty Heights lands*. This report contains many factual errors and misleading statements and it appears that this flawed information was the basis upon which the Metro Vancouver Parks Committee decided to terminate the CPTA access to these lands.

The CPTA has an extensive history as a responsible steward of the Park lands, and has contributed thousands of volunteer hours building and maintaining the trail network of Belcarra Park and the adjacent Burrard Thermal lands (collectively referred to as the “Ioco riding area”). The CPTA recognizes that land use priorities change over time, and the club executive has put careful thought into options for compromise that we feel strike an appropriate balance between protecting the environmental values of the Park and accommodating various park user groups, including trials motorcycle riders.

Introduction

This report was prepared in order to provide more information and evidence to support the Canada Pacific Trials Association’s (CPTA) letter to the Mayors and Councils of the City of Port Moody, the Village of Belcarra and the Village of Anmore and to the Metro Vancouver Board and Parks Committee. The report details the CPTA’s long history of land stewardship, collaboration with other stakeholders, and our legitimate request to retain access to the Belcarra riding area.

Who is the Canada Pacific Trials Association and What is Observed Trials?

The Canada Pacific Trials Association was formed back in 1971 and is registered as a non-profit society. CPTA has been using the Ioco riding area for 50 years now, well before the Park was formed and later expanded. CPTA has been building and maintaining trails in the Ioco area for enjoyment of trials riders and many other user groups. We have shared our parking facility with various groups such as movie shoots, bicycle trials, mountain bike races and more recently with the Greater Vancouver Orienteering Club, where they put on a two-day event for their club members.

In the earlier years we were one of the key members of a group called Wilderness Recreation and Parks Association (WRAP) which was a group in the Belcarra, Anmore and Buntzen Lake area who built multi-use trails in conjunction with BC Hydro and Greater Vancouver District Parks (now Metro Vancouver Parks). Currently, trail maintenance is carried out by individual club members volunteering their time under the supervision of experienced trail builders. Well over 1,000 volunteer hours are put into trail and facility maintenance annually, at no cost to Metro Vancouver Parks. As per earlier instructions from GVRD Parks we have implemented colour coded tags marking the trails to indicate trail names and routes. In our experience, these trail markers have helped many a lost hiker find their way back to “civilization”, and they have expressed thanks to many of us when they see us out on our bikes.

We are a family-oriented sport, with approximately 180 members (about one-third are family memberships). Our members range in age from as young as three years old, up to age 84. We currently maintain an excellent relationship with BC Hydro with whom we have an annual lease for the use of their land (which includes the exclusive use of the power line roadways through their property, as well as our parking / staging area). They have found us to be beneficial to their operations as we serve as their “eyes and ears” on the ground. We always inform them of any incident or issues that come up with regards to vandalism, downed trees or leaning trees that are too close to their power lines, roadway washouts and even stolen cars dumped on their land.

What is a trials bike?

We believe it is critical that decision makers understand exactly what a trials motorcycle is, as our type of bike is commonly lumped into the category of “dirt bike” (i.e., motocross bike, enduro bike, etc.). A trials motorcycle creates much less trail degradation than a dirt bike, as well as less impact than mountain bikes and hikers (on a busy trail), for several reasons:

1. Tire pressures are very low on a trials bike, about 3-4 psi in the back and 5-6 up front. The four-inch-wide rear tire we use at 3 psi just squishes over the terrain. The bikes are lightweight, approximately 160 pounds, which is about 80 pounds less than a dirt bike (**Figure 1**).



Figure 1: Photo of a trials motorcycle.

2. Trials bikes obtain traction with the ground in a very different manner than dirt bikes. Dirt bike tires are a harder rubber compound, and the characteristic big knobby tires are designed to dig into the ground, thus allowing the bike to "push off" from the ground. With less-experienced dirt bikers, this creates the characteristic deep ruts in the trails that many folks associate with dirt bikes. Trials bikes, on the other hand, obtain traction by "sticking" to the ground with softer rubber tires and low-air pressures that form to the terrain (**Figure 2**).



Figure 2: Low tire pressures and the soft compound of trials tires leave a very light footprint on the trail.

3. Essentially, trials bikes have the effect of “smoothing” the trail, unlike mountain bikes (with narrower tires and higher tire pressures) who brake hard on descents such that they can slide the rear tire. Heavy hiker use (e.g., Grouse Grind, Baden Powell Trail, BCMC Trail on Grouse Mountain) can also impact trails by digging into rooted areas on inclines (**Figure 3**).
4. There will never be large numbers of trials riders, when compared to other user groups like hikers and mountain bikers. Learning motorcycle maintenance and mechanics is a barrier to entry for many people, so rider numbers will never be high relative to many other sports.



Figure 3: Soil erosion on the popular BCMC Trail (above) at Grouse Mountain and the Grouse Grind (below).

Environmental considerations (CPTA's concerns with Metro Vancouver's report)

We must address our concerns with the report *Analysis of Canadian Pacific Trials Association activity impact within the Admiralty Heights lands*. In the CPTA's opinion, this report was biased and prepared for the purpose of supporting a pre-determined conclusion – the removal of trials bikes from Belcarra Park. In addition, we are deeply concerned that the CPTA was not consulted on either the preparation of the report or the termination of our lease. Strategy 8 of the Metro Vancouver Regional Parks Plan (2016) states “*Effectively engage with member municipalities, First Nations and stakeholders on regional park plans, policies and programs.*” Given our 50-year history in the riding area, we believe the CPTA definitely warrants stakeholder status, and needs to be consulted on decisions affecting our use of the riding area. Our major concerns with the report include:

1. Who actually prepared the report, and what were their qualifications? And why was the CPTA not contacted to join field crews when the survey was conducted?
2. The red-listed and blue-listed ecosystem types included in Table 1 of the report have that conservation status because so much of this habitat has been removed by the logging industry in British Columbia. Belcarra Park is no exception, and trials motorcycles do not further threaten or degrade the habitats.
3. The data, as presented in the report, do not actually point to any particular conclusion. In addition, the sampling was biased to select the most impacted trails (some of which are not even in the park), and is not representative of our trail spectrum.
4. The trail “Jingle all the Way” that is shown in the report (Photo #15) is not in the Park (**Figure 4**) and this rooty climb has a newer more sustainable bypass trail. We believe that it is important that the report authors understand where the park boundaries are, as some photo locations are not actually in the park. In fact, portions of the BC Hydro property have actually been included on some of the park boundary maps we have seen.

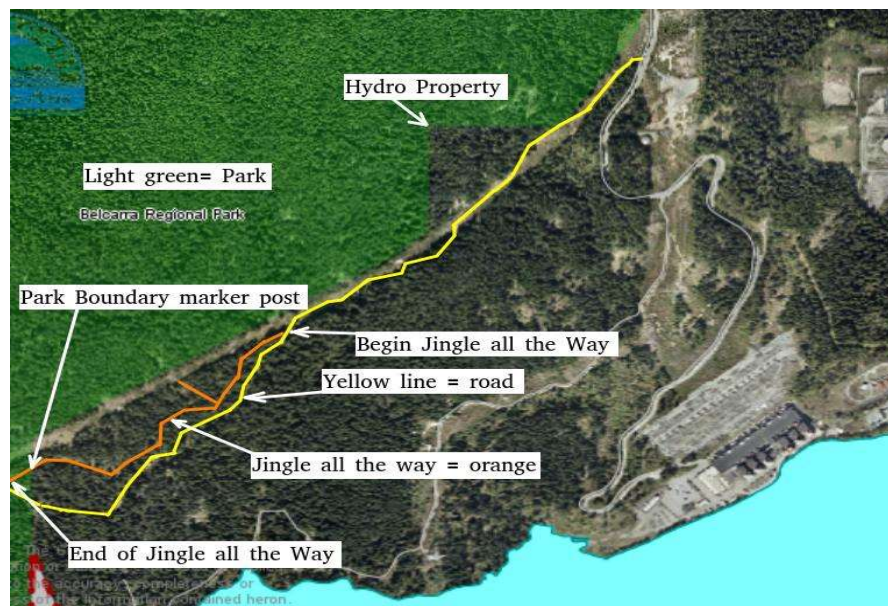


Figure 4: Location of the “Jingle all the way” trail.

5. The widening of trails at the summits is normal and not caused by trials motorcycles, as there is very little shrub / foliage undergrowth due to the heavy forest canopy near the top of the entire ridge in Belcarra Park (**Figure 5**).



Figure 5: Sparse undergrowth on forest floor due to high coniferous tree canopy cover. Note trails in both pictures.

6. The report photos show several widened trails (Photos #7, 8, 10), which are in fact old logging skidder roads (probably about a century old). We utilized these primarily because they were already cleared. The impact described as “deeply rutted and soil displacement exposing fractured bedrock” (Photos #7 & 8) was not caused by trials bikes. Again, these are skidder roads and runoff from these roads normally occurs after any rain fall (in other words, the areas of runoff are not natural watercourses). These roads were developed by previous logging activities (we estimate about 100 years ago) and do not always follow a route or design that may be up to today's standards of good practice for trail building.
7. The "fractured rock" as discussed in the report (Photo #5 and #12) is very natural in the Belcarra area (**Figure 6**). The recent power line pole replacement project has shown that this is very normal terrain in this area, as the new road access to the power lines and poles has exposed the major component of broken up rock in the native soil matrix. There is very little in the way of soil in the mix.



Figure 6: Typical fractured bedrock substrate underlying organic layer in much of Belcarra Park.

8. Old trails vs. new trails: New trails consist of little more than slightly compacted soil and very little in the way of damage to under growth. We now make most trails less than 0.5 meter-wide on the contact patch. Uphill climbs are now switch-backed up the slope to control erosion and water runoff instead of the old style straight up approach which creates undesirable water flow characteristics and can lead to soil erosion. Bridges are used everywhere on regularly used trails so as to not introduce turbidity into the watercourses and wetlands; this is for the benefit of the cabins below as they draw drinking water from this park source, as well as for environmental

protection (e.g., maintaining water quality, avoiding amphibian breeding areas). We take our responsibility to protect the drinking water of cabin residents very seriously. A lot of the very old trails are not used anymore or are used very infrequently, and these can be closed and decommissioned (see our note on best management practices later in this report). Both new bridges and older bridges have shown to be beneficial for sustaining the trail integrity (**Figure 7**).



Figure 7: An example of an old bridge (> 10 years old) on the left, and a newly constructed bridge (right).

The report states that there seemed to be no regard for trail maintenance in the planning of our trail network. Keep in mind that the CPTA has been on the property for 50 years¹, and the world was a very different place back then, with less concern for the environment. Our membership has always respected the environmental, cultural, heritage and recreational values of the Park. We know that some of these trails should be restored, but we have limited resources and it takes time to restore trails. However, we are striving to achieve that goal and will be submitting a request to the provincial RSTBC ORV Trail Fund to support ongoing trail maintenance². We are committed to the restoration and rehabilitation of the trails that require it.

9. We have voluntarily put in a club mandate to not ride in the Ioco area when the Metro Vancouver Fire Rating reporting system goes to “Extreme”. This is with the approval and support of the Port Moody Fire Department. As well, the club requires spark arrestors on all motorcycles utilizing the riding area.
10. The club voluntarily suspended riding in a large portion of the park following the acquisition of the crown land around 1985 to eliminate conflicts with new road developments and purpose-built walking paths.

¹ The CPTA was formed in 1971, pre-dating the creation of Belcarra Park.

² <https://www2.gov.bc.ca/gov/content/sports-culture/recreation/camping-hiking/sites-trails/orv-trail-fund/2021-orv-trail-fund>

Potential solutions to Metro Vancouver Park Committee's environmental concerns

The CPTA has been a respectful steward of the park for decades, actively maintaining a trail system that minimizes impact on the park while providing access for all users. In fact, over the years our encounters with hikers in the park have always been cordial and respectful, on both sides. The park, like many recreational areas in the Lower Mainland and the Sea to Sky corridor, is no doubt facing increasing user pressure. We believe that all park users need to work with Park Committee staff to develop innovative and inclusive solutions to park use. The CPTA recognizes that we do have to adapt with changing times, and the club executive has put a lot of careful thought into options for compromise that we urge local governments and the Parks Committee to consider. These include:

1. **The CPTA will require compliance with the Off-Road Vehicle Act and Regulation in the riding area in order to address the Parks Committee's concerns with respect to liability issues:** The province requires registration of all off-road vehicles, which of course includes trials motorcycles. Insurance requirements apply as well. To learn more about the ICBC's requirements for off-road vehicle use, go to <https://www.icbc.com/vehicle-registration/specialty-vehicles/Pages/Off-road-vehicles.aspx>

If allowed to stay in Belcarra Park, the CPTA will mandate the following:

- a) Trials motorcycle registration and road crossing insurance will be a mandatory condition of club membership for the whole of the riding area. Motorcycles that are in compliance can be identified with a large registration number and insurance expiry date, similar to a license plate, but located on a suspension fork tube.
 - b) In addition to the above, additional off-road riding liability insurance will be required within the Park.
2. **Apply for an ORV Trail Fund grant:** This provincial grant is made possible in part through the registration fees collected by ICBC for off-road vehicles (see point #1 above). The fund has two categories; one is for construction and maintenance of ORV trails, and the other is for support and promotion of safe and responsible ORV use (<https://www2.gov.bc.ca/gov/content/sports-culture/recreation/camping-hiking/sites-trails/orv-trail-fund>). Specifically, we think we could be successful with an application for funds in these areas:
 - development of sustainable trail plans and educational programs for ORV trails in specific riding areas;
 - hiring of professionals to develop best management practices for soil disturbance, wildlife interactions, or other environmental concerns;
 - costs associated with inventorying a riding area, network or trail as preparation to improve management or maintenance;
 - development of programs that contribute to cooperation between user groups.

Of course, we would be happy to work with local governments and Metro Vancouver Parks as application partners to make sure the that Board's and the municipalities' needs and concerns are addressed.

3. **Prohibit the construction of any new trials motorcycle trails unless prior approval from Metro Vancouver Parks is coordinated and received.**
4. **Prohibit competition events within the Park without Metro Vancouver Parks approval.**
5. **Site-specific best management practices:** In order to address environmental sustainability concerns, many off-road motorcycle clubs have worked with local authorities to develop trail construction / maintenance best management practices (BMPs). This same approach would work for the Belcarra Park lands. The club already has a long history of decommissioning certain parts of the riding area for vegetation re-growth (as well, please see the CPTA's wet weather riding policy appended to this report). We also have a Registered Professional Biologist as a club member who could work with our club's Director of Sustainability and Parks staff to develop site-specific BMPs. In addition, we can continue to adopt some elements of the Whistler Trail Standards as they pertain to various trail types (e.g., Type IV). These trail standards, adopted by a number of mountain biking and dirt bike groups, were principally authored by a trials motorcycle rider (RMoW 2003).
6. **Designation of "main hiking routes" and "trials trails":** There would not have to be a lot of overlap of the groups, except where one group had to cross another group's designated trail for access to other areas of the Park. This would help to address Metro Vancouver's concerns about hiker / trials rider interactions. Although as mentioned, the conflict between hikers and trials riders is virtually non-existent. And Parks staff should keep in mind that the introduction of increased hiker traffic will inevitably lead to more wildlife – human conflicts (e.g., off-leash dogs and bears, coyotes, plus the one cougar we occasionally see in the park). These conflicts inevitably end poorly for the wildlife.
7. **Enter into land management agreement with the CPTA:** The number of people recreating in forested environments is ever-increasing, and land manager budgets aren't always commensurate with the amount of user traffic. This results in greater environmental impact, the inability to maintain park infrastructure, etc. The province of BC (through Recreational Sites and Trails BC) is entering into more and more partnership agreements with local user groups (like mountain bike clubs, dirt bike clubs, etc.) to properly manage recreational lands. The CPTA has attempted such an arrangement in the past. In November 2000, the CPTA submitted a proposal to the GVRD Board for a partnership agreement, which the Board supported (GVRD 2000). In summary, the proposal included:
 - *Clarify the status of CPTA trails and riding area versus anticipated other trail use types (i.e., hiking, mountain biking, shared use) and how they will be integrated;*
 - *Provide appropriate park entrance, trail and directional signage; and*
 - *Provide technical advice to CPTA regarding volunteer trail construction and stewardship projects.*

GVRD staff support CPTA's proposed multi-use approach to managing recreation activities as envisioned as part of the Belcarra Trail Plan started in 1998. The Trail Plan is not yet finished, pending completion of the Minnekhada Park Management Plan and Operating Program. It has been anticipated, however, that formal arrangements with CPTA and, perhaps, other groups to manage and maintain their activities would be a result of the trail plan. Accommodating general hiking opportunities would also be included within this unique geographic upland area of the Regional Park.

8. **Ongoing security and monitoring benefits of the presence of CPTA members:** Metro Vancouver could consider taking advantage of the CPTA's capacity to monitor and maintain portions of Belcarra Park. For example, just this year club members have documented a series of painted trees (~ 60 trees) starting approximately at the Thermal Bridge and ending at Woodhaven Swamp (**Figure 8**). The trail appears to be one directional (terminating at Woodhaven Swamp), but we don't know who has marked the trees and, for what purpose.



Figure 8: Route marking from Thermal Bridge to Woodhaven Swamp (the silver white paint would be visible at night with a headlamp).

Social considerations

1. Trials motorcycling has proven itself as a legitimate recreational activity and competitive sport. The Ioco riding area is internationally renowned as a unique and world class riding and competition venue. Many of our members are older enthusiasts who enjoy regular outings to the club for exercise and camaraderie. We also have an enthusiastic contingent of young riders, as trials is a great family activity. We have just introduced a small-wheel class for teaching young riders (**Figure 9**). These bikes are $\leq 50\text{cc}$ and give kids the opportunity to learn how to ride a motorcycle in a safe environment, with appropriate instruction. As well, it gives us the chance to teach the kids about the environmental values associated with the park, and how to exercise appropriate land stewardship.
2. Many areas (e.g., Squamish, Whistler) have proven that mountain biking, hiking, trail running and trials motorcycle riding can co-exist and work together to ensure that all user groups are accommodated.



Figure 9: Small wheel riders learning to ride at Ioco.

3. Riders will always seek venues to enjoy their passion. By providing a world class facility for the enjoyment of trials motorcycle enthusiasts, Metro Vancouver benefits by having a responsible, well-run organization to help manage activities within the sport and within the park. The club has demonstrated a willingness to work with all stakeholders, has monitored misuse of the lands by other users, and has really been a good steward of Belcarra Park lands. Our members respect the environment and work to minimize our impact. We have proven that we can do more and are positioned well to do so with a solid member base (194 members in 2020), little or no impact on traffic or parking loads on the park, and a willingness to work collaboratively.
4. Belcarra Park land presents a unique opportunity to create a park area that can be shared and enjoyed by diverse user groups. With CPTA members prepared to contribute significant volunteer labour hours, coupled with an intimate knowledge of the existing trail network, it is believed we can aid Metro Vancouver to develop a trail network that would be the envy of any park with sustainable, environmentally suitable trails that could be shared in a number of ways by hikers, walkers, cyclists and trials riders. Too often we see the easy path of "either / or" employed in this type of situation, where one or more user groups is excluded. But in this unique instance we see only possibilities for inclusive solutions. Certain trails could be designated "non-motorized" and could be designed to allow trail users to enjoy the forest of Belcarra Park in a planned manner that addresses the concerns of park management.
5. There really is no form of recreation that can be considered zero-to-low impact. Hiking, mountain biking, trail running, downhill skiing, golf, horses... they all leave their impact, particularly when the area is high-use (like the Grouse Grind hiking trail) and transportation to and from the venue is considered. We truly believe that there is a place for a variety of user groups in the park.
6. As Anmore and Belcarra continue to grow, large residential housing developments are pushing closer to park lands. These houses are expensive and outside the reach of many people living in the Lower Mainland. Metro Vancouver cannot let a few wealthy and powerful voices, who now want the park as their own backyard, to eliminate park use for historical user groups like trials riders.

Financial considerations

1. Over the 50-year history of the Canada Pacific Trials Association, the club has made considerable investment in the facility. Thousands of hours of volunteer labour and thousands of dollars in materials (estimated to be well in excess of \$750,000) have been invested over our 50-year history.
2. We would also like decision makers to consider the economic impact of the termination of the CPTA's lease of the Belcarra Park riding area. There are trials and small wheel motorcycle

businesses that will be severely impacted by the Park Committee's decision, including: Mountain Motorcycle (Coquitlam), the Honda Centre (Burnaby), Holeshot Motorsports (Langley), International Motorsports (Langley), Cascade Motorsports (Mission), No Limits Motorsports (Squamish), Howe Sound Equipment (Squamish), MotoTrials West (Sooke) and Revolution Powersports (Whistler). All of these businesses sell and service trials bikes, as well as sell parts and accessories (please see attached letter).

Conclusion

This report has detailed the many ways in which trials motorcycle riders are and can continue to be a legitimate and collaborative user group within Belcarra Park. We are asking that local governments and Metro Vancouver work with our club to reach a compromise that would allow us continued access to Belcarra Park lands. The CPTA looks forward to working with the Metro Vancouver Board and Parks Committee and other legitimate stakeholders to jointly collaborate in the ongoing management and development of the park for all users.

References

GVRD. Nov. 15, 2000. Park Committee Regular Meeting. Report by Brian Farquhar, Parks Planner entitled *Belcarra Regional Park: Proposal received from the Canada Pacific Trials Association*. 10 pp.

Metro Vancouver. No date of publication. *Analysis of Canadian Pacific Trials Association activity impact within Admiralty Heights Lands, Belcarra Regional Park*. No author listed.

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Resort Municipality of Whistler (DeBoer, A.). 2003. *Whistler Trail Standards: Environmental and technical trail features*. 12 pp.

Appendix: CPTA Wet weather riding policy

Given the typically mild fall / winter in the Lower Mainland, trials riding is a year-round possibility in most years. This benefit does come with a couple of serious considerations pertaining to trail stability, given the amount of annual rainfall the area receives. Riding in muddy and wet conditions led the CPTA Executive to develop a set of guidelines for riders to keep in mind in order to protect against excessive trail erosion and impacts.

With modern trail building practices that follow some of the International Mountain Biking Association (IMBA) trail standards (such as bridging wetlands and watercourses, creating drainage pathways to reduce trail erosion), as well as standards adapted specifically for trials motorcycles, the trails can be maintained to withstand bad weather and heavy traffic. However, building to these standards is incredibly labour intensive, and not always the most ideal solution for a particular area. Thus, some trails will not necessarily be able to handle heavy use during wet weather, so it's good to know how to identify trails that will handle riding during the wet/mud season, and also to understand what trails are best left for drier days. It's really difficult to tell riders not to do something, and the aim of this policy is to educate our membership so that riders can make an informed decision on when and what to ride. Here are some things for riders to consider:

Soil Type:

The type of soil on the trail bed contributes to how well the trail will drain. In its natural state, the forest floor is made up of sticks, pine needles, leaves and other organic debris that is in various stages of decomposition. This material is known as duff, and if you pick it up, it's loose, doesn't pack, can hold a lot of water like a sponge, and when worked will break down into a black, sloppy muck that takes a long time to dry out.

Rock doesn't really wear (although it can get polished), it doesn't change, and can handle any amount of weather. However, but it can also channel water onto the rock-trail boundary, and the end of rock sections will need maintenance to reduce rutting. As a rule of thumb, it is better to reduce speed when approaching the rock/trail boundary and not use the brakes until you are well back onto the trail.

After a heavy rainfall, it takes time for some trails to dry out to a rideable level, and many are only truly dry for a few months in the summer. Organic-surfaced trails can take weeks to dry out properly depending on the slope of the hill, sunlight and other factors, so keep this in mind when on steeper sections of this type of trail.

Trail Grade:

Water on a trail is generally bad, but it becomes an erosive force when it's moving, and as its speed picks up on steeper trails, so does its potential for damage. A well-built, well-maintained trail will have out-slopes on the trail bed to sheet water off to the side without it picking up much momentum, as a backup, there will also be grade reversals, switchbacks, small speed bumps or

changes in grade from downhill to uphill that force the water off the trail before it can generate flowing water.

If a trail is very steep, as many are in the riding area, the water will pick up momentum quickly, meaning that it's more likely to channel and erode if the water isn't managed properly. Channeled water is also unpredictable, so the trail surface, when eroded, could be hazardous. This is something to keep in mind when selecting trails to ride in wet conditions. The CPTA has various trails / areas where riding is prohibited in order to provide for natural recovery and/or drainage / stability improvements.

Before You Ride:

1. Tire pressure: a common beginner mistake is to run high air pressures, which will be harder on the trails. Most riders can run 3-5 psi in the back tire and 4-7 psi on the front. This allows the tires to function as intended (i.e., forming around the terrain).
2. Consider the number of people in your riding group. A group of 2-3 may be more appropriate for some trails, rather than a group of 8-10. In general, it's better to spread smaller groups over a larger area when conditions are poor.

When you are riding:

1. If you are stuck, try not to get off and push your bike while applying the throttle, as this will cause rear wheel spin... sit down on your bike and "paddle", thus keeping traction on your rear wheel and not causing rear wheel spin. This is another common beginner mistake.
2. Do not ride in creeks and watercourses when water is flowing. Maintaining water quality is critical, and is an important part of maintaining habitat quality for the fish and other aquatic life downstream. This means not causing sedimentation in the watercourses.
3. Consider the riding ability level of the group. If one rider is struggling on steep climbs or descents, it's best to alter the group's trail selection or indicate safer go-arounds that less experienced riders can access in order to prevent excessive trail wear.



CANADA PACIFIC TRIALS ASSOCIATION

Est. 1971

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April 7, 2021

Mr. Sav Dhaliwal, Chair, Metro Vancouver Regional District Board
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Mr. John McEwen, Chair, Metro Vancouver Regional Parks Committee
Metrotower III, 4730 Kingsway
Burnaby, BC V5H 0C6

Mayor Rob Vagramov and Council, City of Port Moody
100 Newport Drive
Port Moody, BC V3H 5C3

Mayor Jamie Ross and Council, Village of Belcarra
4084 Bedwell Bay Road
Belcarra, BC V3H 4P8

Mayor John McEwen and Council, Village of Anmore
2697 Sunnyside Road
Anmore, BC V3H 5G9

Dear Chair Dhaliwal, Chair McEwen, and Mayors and Councilors,

The purpose of this letter is to inform you of the economic impact that will result to local and regional motorcycle shops and dealerships as a result Metro Vancouver's decision to exclude trials motorcycles from Belcarra Park next year. These businesses rely on selling and servicing trials bikes and small-wheel bikes (which are used to develop very young riders), as well as selling specialty parts and accessories. Trials riding is very much a niche sport, with even the boots and helmets being unique relative to the riding gear associated with other types of motorcycling.

There are eight businesses in or near the Metro Van Regional District that sell these specialized bikes and all the required gear. There are also at least seven shops in the lower mainland that sell small-wheel bikes. These bikes are generally ≤ 50 cc or electric, and they are used to train young riders on how to safely operate a motorcycle. The CPTA holds training courses for children on their small-wheel bikes, and even has several competitions for the kids every year. The Belcarra riding area is virtually the only place near Vancouver where a young rider can learn riding skills in a safe environment. When parents walk into local motorcycle shops, they frequently say to staff, "My son or daughter wants to learn to ride a small-wheel bike...is there a place for them to ride?". Staff will typically answer, "Belcarra (also known

as loco), if it remains open.”. The next closest riding areas are in Chilliwack and Squamish. There is one riding area in Maple Ridge (known as Blue Mountain), but it is only suitable for riders at the advanced level or higher.

We would also like to stress that closing the Belcarra riding area will further increase traffic on the Sea to Sky highway and Highway #1 east to Chilliwack. On Sunday afternoons, these roads can essentially turn into parking lots. With fewer new riders getting into the sport and with current riders losing interest because they have to travel so far to ride and train, businesses will lose more revenue. These losses will compound over time because of a shrinking customer base.

To conclude, we would like to point out that unlike field sports, ice rinks, and swimming pools, the CPTA activities cost the taxpayer nothing. The club has always borne the material and labour costs of facility and trail maintenance. Private businesses like Honda Centre, Moto Trials West, Cascade Motorsports and Mountain Motorcycle provide financial sponsorship of approximately half of the 12+ events and competitions that the club holds annually.

We really encourage you to look into the sport of trials riding. The top athletes in this sport compare to the best of any sport in terms of strength and conditioning. Thank you for taking the time to read this letter.

Sincerely,

Cascade Motor Sports

32851 London Ave., #1
Mission, BC V2V 6M7
Don Doerkson, 604-820-7098

Moto Trials West

1297 Boulderpath Rd., Victoria, BC V9C
Dave Fair, 250-380-7137

Mountain Motorcycles Ltd.

970 Westwood St., Coquitlam, BC V3C 3L4
Bob Clark, 604-468-9223

Honda Centre (trials and small wheel bikes)

3766 E. 1st Ave., Burnaby, BC V5C 3V9
Galen Tschumi-Dion, 604-293-1022

Howe Sound Equipment Ltd.

40330 Government Road, Squamish, BC V0N 1T0
Chris Thompson, 604-898-5212

No Limits Motorsports

38921 Queens Way, Squamish, BC V8B 0K9
Steve Wheeler, 604-815-4444

Revolution Powersports

1212 Alpha Lake Road, Whistler, BC V8E 0R5
Felix-Antoine Savard, 604-905-7733

On the Pipe (OTP)

39002 Discovery Way, Squamish, BC V8B 0E5
Chris Harper, 604-892-0330

Outlaw Trialsport

7376 Pleasant Valley Road, Vernon, BC V1B 3R5
Dave Rhodes, 250-545-6139

Beta Vancouver

3766 East 1 Ave., Burnaby, BC V5C 3V9
Duncan Fraser, 604-293-1022

Hole Shot Motorsports

8867 201 St. Langley City, BC V2Y 0C8
Jon Mutiger, 604-882-3800

Summit Motorsports

1201 Commercial Way, #115, Squamish, BC V8B 0V1
Nick Brooks, 604-567-0077

cc: Fiona Hood, Referrals Analyst, Tsleil-Waututh Nation
Mike Redpath, Director, Regional Parks, Metro Vancouver
Neal Carley, General Manager, Parks, Planning and Environment, Metro Vancouver
Steve Schaffrick, Division Manager Central Area Parks, Metro Vancouver

CANADIAN MOTORCYCLE ASSOCIATION

Derek Thomas | sasktrials@yahoo.ca

March 27, 2021

To Whom It May Concern:

I am writing this letter in support of the Canada Pacific Trials Association and their long time use and care of lands that currently stretch into the Belcarra Regional Park. The CPTA has been an affiliate club with the Canadian Motorcycle Association for more than 40 years. On two occasions, 1986 and 1990, the CPTA has organized and managed the highest profile trials motorcycle sporting events in Canada, with rounds of the FIM (Federation Internationale Motocyclisme) World Trials Championships. The organization and conservancy of the club land was exceptional in all cases. Based on the CPTA's club structure, their stewardship of the land and expected code of conduct has been nothing short of exceptional.

The Canada Pacific Trials Association's location at loco has a number of strengths and benefits to offer the Metropolitan Vancouver area and local residents. This is a Trials-specific club, which is adhered to strictly. This is the only Trials-specific club serving the Vancouver area. They offer a safe and purpose- built location for Vancouver citizens to learn and enjoy the sport. They have had a long-standing club structure to guide aspiring young men and women to the highest level of the sport. Within the current footprint of the trials permissible land, and in addition to the two FIM World Championship events the CPTA has hosted, they have brought two FIM North American Championships, six CMA National Trials Championships and countless regional high-profile events. All while maintaining the conservation and integrity of the grounds they oversee.

The Trials site at loco has been the home club and trials grounds of no less than seven Canadian National Champions, men and women. This includes current National Champion, Alex Walton and 24 individual appearances and representations on Canada's National men's and women's teams, including the single most decorated National Team rider, Christy Williams.

The Canadian Motorcycle Association takes the position that without clubs in good standing, managing land as the CPTA has at loco, would be detrimental to the communities they serve, and negatively impact the progress of healthy sport in Canada. Young people and families would lose the ability to engage in a skill-based

recreational activity in a safe environment. Local Elite competitors would be without the means to train as their counterparts and competitors across the country and around the world are.

In conclusion, I would hope that the long-standing service that Canada Pacific Trials Association has made available to the Greater Vancouver area, and Canada, is recognized with continued access to the grounds they developed for safe sport. The CMA considers this organization a great asset to sport in Canada and will continue to support the riders they develop and the events they organize. If similar support could be counted on from local authorities for land already accessed by this recognized club, we would be truly serving a tremendous group of responsible Vancouver based citizens.

If you need any additional information, feel free to contact me at 306-630-5049, or by email at sasktrials@yahoo.ca anytime.

Sincerely,

Derek Thomas

Vice-President, Canadian Motorcycle Association



North American Trials Council, PO Box 21827, Mesa, AZ 85277

March 30, 2021

To whom it may concern,

As the CEO of the North American Trials Council (NATC) I would like to come out in support of the Canadian Pacific Trials Association (CPTA). As the NATC Celebrates its 43rd year as the organizing and policy making body in North America for our sport of Trials, we were quite surprised to hear of the situation arising in Vancouver. Having attended the many World and National events hosted by the Canadian Motorcycle Association (CMA) and the CPTA, and knowing how important this location is to our sport, I would like to highlight some of the many issues that lay in the balance.

- First and foremost is the impact on our youth. With all of today's challenges faced by our youth, we do not need to remove yet another opportunity for good, supervised activity. Trials is a family sport that creates a connection between the parents and children that spans the time from adolescence to the formidable teenage years and further into young adulthood. Our sport promotes a healthy focused lifestyle for young riders with constant interactions with older adults who act as mentors.
- Low environmental impact, because of the design of the tires used in our sport, and the low speed while riding the impact to the environment is at the same rate of several hikers. The Fédération Internationale de Motocyclisme (FIM) is the global governing/sanctioning body of motorcycle competitions, has developed many green initiatives that are used within our sport to lessen our impact further.
- Continued use, having continued activities within an area has been shown to lessen vandalism and unauthorized use making is easier to manage an area.

The CPTA has a longstanding record of promoting the sport of Observed Trials within a purposeful developed area with a keen eye on low environmental impact. In the more than 40 years, the CPTA has held many FIM-World Championships, FIM-North American Championships and CMA-National Championships. The number of top Athletes that have come from Canada, and more specifically the Vancouver area, into the sport throughout North America has been many including: Ryon Bell, Wilson Craig, Alex Walton, Christy Williams, Kerry Williams Aaron, Sean Bird, Michael Burton, Will Duggan, Dan Johnson, Tom Farr, Mark Cahill and Steve Fracy.

I hope that the 40+ years the Canadian Pacific Trials Association has overseen and promoted good, clean, safe activities within the Greater Vancouver area is viewed with the high value it deserves. To allow this group to continue its activities serves the population of Vancouver and all of North America that have enjoyed the area that has been offered and promoted by the CPTA. The Vancouver citizens have recognized the positive economic impact of having a group such as the CPTA put their efforts into the development, organizing and promoting the use of the area. I only hope they can see the value of the continued use by the CPTA and the Trials community in North America.

Sincerely,

Brad P. Baumert
Chief Executive Officer
North American Trials Council
zipexpbrad@gmail.com

April 8, 2021
Our File: 14-7400-01/000/2021-1
Doc #: 4035004.v1

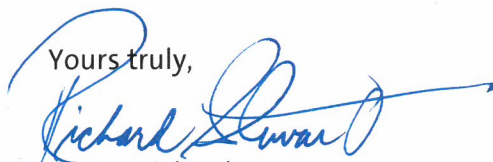
Karen Elrick
Manager of Corporate Services
Village of Anmore
Via Email: karen.elrick@anmore.com

Dear Ms. Elrick,

RE: The Impact of City of Surrey's Police Transition

I am writing on behalf of the City of Coquitlam in response to your letter dated March 8, 2021. The City of Coquitlam has a number of concerns regarding the City of Surrey's police transition primarily regarding the associated financial costs that could impact BC municipalities with an RCMP police force. The City recently wrote a letter to the Union of BC Municipalities regarding the Surrey police transition to request for a provincial strategy to be developed to help manage the financial impacts of the upcoming transition for the BC municipalities that are policed by the RCMP. A copy of the letter is attached for your reference. UBCM has acknowledged our letter and has advised that the UBCM Executive will be considering our request at their May 21, 2021 meeting.

Yours truly,



Mayor Richard Stewart

Enc- Letter to UBCM – Financial Impacts of the Surrey Police Transition, dated March 4, 2021

c - Mayor Brad West, City of Port Coquitlam
Mayor Jamie Ross, Village of Belcarra

March 4, 2021

Our File: 14-7400-01/000/2021-1

Doc #: 3996651.v1

Mr. Brian Frenkel, President UBCM
Union of British Columbia Municipalities
Suite 60 – 10551 Shellbridge Way
Richmond, BC V6X 2W9

Dear Mr. Frenkel:

RE: Financial Impacts of Surrey Police Transition

I am writing on behalf of the Coquitlam City Council to request support from UBCM to seek a provincial strategy that manages the financial impacts of the Surrey Police Transition on municipalities in BC that are policed by the RCMP.

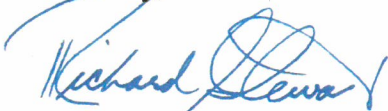
The BC RCMP is the largest division in the RCMP with approximately one third of the force located in our province and approximately 850 RCMP members at the Surrey RCMP Detachment, or approximately 15% of the BC RCMP. As a result, there are some factors that may result in significant additional costs to municipalities with RCMP detachments after the Surrey transition to a municipal force. These include:

- **RCMP Members' Retroactive Pay** – RCMP member salaries have been frozen since December 31, 2016 and collective bargaining is continuing between the National Police Federation and the federal Treasury Board. Given the potential significant salary increases and resulting retroactive pay for members, and the movement of members from the Surrey detachment to other detachments due to the Surrey Transition, these costs may be borne by other municipal RCMP detachments.
- **RCMP E-Division Administration** – the BC RCMP administrative costs are currently distributed among all BC RCMP detachments. With the removal of Surrey, these costs will be redistributed among remaining detachments and result in an additional cost burden to those municipalities. While there is an expectation that E-Division will not require as many administrative staff, there are no plans or understanding of what the RCMP will do with current employees or how they will “right size” accordingly.

- **E-Division Headquarters “Green Timbers” Ongoing Costs** – municipalities pay the operations, maintenance, administration and construction financing costs associated with the BC RCMP headquarters “Green Timbers” and these costs will be redistributed upon the Surrey Transition.
- **RCMP Recruit Training** – RCMP cadets are trained at the “Depot” Division in Regina, SK and at the Pacific Region Training Centre in Chilliwack, BC. The costs of RCMP recruiting and training are shared amongst all RCMP detachments and therefore with the removal of Surrey Detachment, these costs will be redistributed across the country, impacting all other detachments.
- **Outstanding Costs for Surrey RCMP Detachment** – Any outstanding operational or capital projects that the Surrey RCMP may be currently working on.

While the above cost impacts are currently undefined and uncertain for municipalities, we would like to ask UBCM to seek clarity from the Province with respect to managing the impact of these costs on others. This includes not only quantifying the impact but also assurance that the Province will provide a funding strategy to assist local governments to absorb these costs over time.

Yours truly,



Richard Stewart
Mayor

c - RCMP E-Division (Julie.dedecker@rcmp-grc.gc.ca)
Federation of Canadian Municipalities (garth.frizzell@princegeorge.ca)
Ministry of Public Safety & Solicitor General (PSSG.Minister@gov.bc.ca)
LMD RCMP Mayor's Forum Sub-Committee (BDingwall@pittmeadows.ca)
Deputy Minister & Director of Police Services Policing & Security Branch
(SGPSBP@gov.bc.ca)
Local Government Contract Management Committee – UBCM (bsihota@ubcm.ca)

VILLAGE OF ANMORE

BYLAW NO. 643-2021

A bylaw for the levying of rates for municipal general purposes,
water utility and for regional district purposes for the fiscal year 2021

WHEREAS pursuant to the provisions of section 197 of the *Community Charter*, after adoption of the five year financial plan and before May 15, a Municipality must, by bylaw, impose property value taxes for the year;

AND WHEREAS the required bylaw establishes the tax rates for the municipal revenue proposed to be raised in the year from property value taxes as provided in the financial plan;

AND WHEREAS the required bylaw establishes the tax rates for the amounts to be collected in the year by the municipality to meet its taxing obligations to the regional district;

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

1. This bylaw may be cited for all purposes as “Anmore Tax Rates Bylaw No. 643-2021”.
2. The following rates are hereby imposed and levied for the year 2021;
 - (a) For all lawful and general purposes of the municipality on the value of land and improvements for general municipal purposes, rates appearing in column A of Schedule A, attached hereto and forming a part hereof.
 - (b) For all lawful and general purposes of the capital asset on the value of land and improvements for general municipal purposes rates appearing in column B of Schedule A, attached hereto and forming a part hereof.
 - (c) For all lawful and general purposes of the Metro Vancouver Regional District on the value of land and improvements taxable for regional hospital district purposes, rates appearing in column C of Schedule A, attached hereto and forming a part hereof.
3. The minimum amount of taxation on a parcel of real property shall be one dollar (\$1.00).

READ a first time the April day of , 2021

READ a second time the April day of , 2021

READ a third time the April day of , 2021

ADOPTED the day of , 2021

MAYOR

CORPORATE OFFICER

**VILLAGE OF ANMORE
BYLAW NO. 643-2021
SCHEDULE "A"**

PROPERTY CLASS	A	B	C
	GENERAL MUNICIPAL	CAPITAL ASSET	REGIONAL DISTRICT
	per \$1,000 assessed value	per \$1,000 assessed value	per \$1,000 assessed value
1. RESIDENTIAL	0.8086	0.7229	0.2555
2. UTILITY	0.8086	0.7229	0.8938
3. SUPPORTIVE HOUSING	0.0000	0.0000	0.2555
4. MAJOR INDUSTRY	0.0000	0.0000	0.8683
5. LIGHT INDUSTRY	0.0000	0.0000	0.8683
6. BUSINESS	0.8086	0.7229	0.6257
7. MANAGED FOREST LAND	0.0000	0.0000	0.7662
8. SEASONAL/RECREATIONAL	0.8086	0.7229	0.2555
9. FARM	0.0000	0.0000	0.2555

For Metro Vancouver meetings on Friday, March 26, 2021

Please note these are not the official minutes. Board in Brief is an informal summary. Material relating to any of the following items is available on request from Metro Vancouver. For more information, please contact:

Greg.Valou@metrovancover.org.

Metro Vancouver Regional District**E1.1 Draft Clean Air Plan****APPROVED**

This report presented the draft Clean Air Plan, Metro Vancouver's plan to reduce greenhouse gas emissions and improve air quality in our region over the next 10 years. The draft plan was developed based on feedback received in 2019 and 2020, as well as recent modelling work. The draft plan presents actions to reduce air contaminant emissions (including health-harming air contaminants and greenhouse gases) from transportation, buildings and industry, and will support engagement and development of the final Clean Air Plan. The draft plan also outlines a process to introduce equity considerations. The Clean Air Plan will support Climate 2050's vision of a carbon neutral region by identifying the initial actions needed to meet the region's 2030 greenhouse gas target.

The Board authorized staff to proceed with engagement on the draft Clean Air Plan.

E1.2 Draft Climate 2050 Buildings Roadmap**APPROVED**

This report presented the draft Climate 2050 Buildings Roadmap, the first in a series of 10 Climate 2050 Roadmaps that will guide Metro Vancouver's policies and collective actions to transition to a carbon neutral, resilient region by 2050. The draft Buildings Roadmap lays out strategies and actions that will accelerate the transition to a zero emissions and resilient building stock by 2050. Preliminary modelling results estimate that completing these aggressive but achievable actions will have a significant impact on greenhouse gas emissions, but over time more work will need to be done to identify and undertake additional actions in order to reach our 2030 and 2050 climate targets. Future work will include establishing methods and key data sources to quantify the impact of the resiliency actions in the Buildings Roadmap. The draft will inform further engagement, with the intention to bring an updated Buildings Roadmap for endorsement by the MVRD Board in fall 2021.

The Board authorized staff to proceed with engagement on the draft Climate 2050 Buildings Roadmap, as presented.

E2.1 Metro 2050 Draft Policy Language – Goals 1 and 2**RECEIVED**

Metro Vancouver, working with the Metro 2050 Intergovernmental Advisory Committee, has drafted content for Metro 2050's goals 1 and 2 as part of the update to the regional growth strategy. The content has been prepared using the MVRD Board endorsed policy recommendations for each of the 11 themed Metro 2040 policy reviews. The draft policies reflect requested input from member jurisdictions, TransLink, and other regional stakeholders.

The proposed changes to goals 1 and 2 focus on:

- new and enhanced policies that support focusing residential and employment growth in close proximity to public transit using a new regional tool called the “Major Transit Growth Corridors”
- expanding the types of Urban Centres and Frequent Transit Development Areas to give member jurisdictions greater flexibility to identify areas of growth potential versus more stable neighbourhoods
- new tools that help member jurisdictions continue to build complete communities
- enhancing the protection of the region’s industrial areas
- providing greater clarity around the role of employment and rural areas

The draft content for Metro 2050 goals 3, 4, and 5 and the implementation section is being drafted and will be presented to the Regional Planning Committee and Board for information at the April and May meetings. A complete draft of Metro 2050 will be presented to the Regional Planning Committee and MVRD Board in July for referral for comment between August and December 2021.

The Board received the report for information.

E2.2 Social Equity and Regional Growth Study

RECEIVED

This report conveyed the results of the *Social Equity and Regional Growth Study: Considerations for Integrating Social Equity into Regional Planning and Metro 2050*. The purpose of this study was to explore and help Metro Vancouver staff develop a greater understanding of social equity considerations in the region as they relate to regional planning efforts, and to develop guidance on how best to evaluate the policies of the regional growth strategy from a social equity perspective.

The study includes:

- a set of 49 social equity indicator maps
- a proposed refined definition of social equity
- a set of recommended areas for priority action in land use and transportation planning
- recommended performance measures to use in Metro 2050

Additionally, a suggested social equity analysis tool was prepared as part of the project, and staff will evaluate the tool in terms of effectiveness and assess potential future use.

The Board received the report for information and directed staff to send this report to member jurisdictions for review and comment back to Metro Vancouver.

E2.3 Metro 2050 Phase 1 Engagement Report**RECEIVED**

Following direction from the MVRD Board in September 2019, Regional Planning staff began implementing the Metro 2050 Engagement Plan in support of Phase 1 of the update to Metro 2040, the regional growth strategy. The focus of Phase 1 was to review Metro 2040 by topic area, consider what is working well, and to identify opportunities for improvement. Engagement has focused on four audiences: the strategy's signatories, non-signatory regional interests, First Nations and the broader public.

Through public events that attracted 600 participants, email newsletters, social media promotions including videos, 8,000 visits to the web resources, and 30,000 responses to a survey on values pertaining to regional growth, the reach of the engagement to date is about 120,000 people. This is in addition to working directly with member jurisdictions and other signatories. The input received to date is being considered as staff work with signatories and other stakeholders on draft Metro 2050 content. A six-month comment period is planned for the latter half of 2021, where the focus of engagement will be with member Councils, other signatory Boards, First Nations and the public.

The Board received the report for information.

E3.1 Vancouver Police Department's Mental Health Program**APPROVED**

At its March 5, 2021 meeting, the Mayors Committee received a presentation from Vancouver Police Department Superintendent Fiona Wilson and Sgt. A.J. Benefield, and considered the presentation titled "Vancouver Police Department Mental Health Unit."

The Committee discussed challenges facing Metro Vancouver communities from individuals struggling with mental health issues and associated impacts on police services. Members recognized limitations for local jurisdictions and the need to advocate for provincial funding to improve community-based mental health programs across Metro Vancouver.

The Board resolved to write a letter to the Province and the Special Committee on Reforming the Police Act requesting increased regional access to mental health services to partner and support police in all Metro Vancouver communities.

E4.1 Regional Parks Plan Update**APPROVED**

Metro Vancouver is undertaking an update of the Regional Parks Plan which describes the strategic vision for Regional Parks. The update will confirm Metro Vancouver's existing "protect and connect" mandate for regional parks and ensure the plan addresses the key issues of climate change, social equity, and human health and wellness. The updated plan will guide delivery of the Regional Parks Service in a growing region for the next 30 years and provide a 10-year implementation plan and updated performance metrics. Input from member jurisdictions, other government agencies, First Nations, stakeholders, subject matter experts and the public is important to the completion of the Regional Parks Plan update.

The Board authorized staff to proceed with Phase 1 of the Regional Park Plan update as presented.

E5.1 Allocation of COVID-19 Safe Restart Grant**APPROVED**

As part of the Provincial and Federal government response to the COVID-19 pandemic, a funding stream was established to provide direct grants to local governments. This funding stream is called “COVID-19 Safe Restart Grants for Local Government” and provides \$425 million for local operations impacted by COVID-19.

Metro Vancouver received a total one-time grant of \$2,325,000 in November 2020 and proposes to apply \$1,737,322 to extraordinary costs incurred in 2020, with the remainder reserved for use in 2021.

The Board approved the allocation of COVID-19 Safe Restart Grant funding per the Schedule – Allocation of COVID-19 Safe Restart Grant as presented.

G1.1 Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1319, 2021**APPROVED**

The Local Government Act authorizes a regional district to dedicate land as regional park by way of a bylaw. The bylaw presented in this report dedicated land acquired in 2020 by MVRD for use as regional parks, particularly as part of Aldergrove Regional Park, Burns Bog Ecological Conservancy Area, Crippen Regional Park and Kanaka Creek Regional Park.

Work is in progress in 2021 to review regional park land that is not currently not dedicated for inclusion in a future bylaw.

The Board gave first, second and third readings to Metro Vancouver Regional District Dedication of Land as Regional Park Bylaw No. 1319, 2021; then passed and finally adopted the aforementioned bylaw.

G2.1 Indemnification Authorization Bylaw Updates – MVRD Amending Bylaw 1318, GVWD Amending Bylaw 254, and GVS&DD Amending Bylaw 343**APPROVED**

Local government indemnification bylaws provide coverage for elected officials, officers, employees and volunteers for actions taken in the performance of duties or functions. The indemnification bylaws enacted in 2002 are based on older legislation that has since been revised.

The Board gave first, second and third readings to Metro Vancouver Regional District Indemnification Authorization Amending Bylaw No. 1318, 2021, then passed and finally adopted said bylaw. Furthermore, the Board resolved that the Board’s resolution of November 27, 2020 relating to indemnification for all regional district officials in relation to the Cleveland Dam spillway gate event of October 1, 2020 ceases to have any force and effect.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received an information item from a Standing Committee.

Finance and Intergovernment Committee – March 10, 2021

Information Items:

5.2 Alternate Models for Single Sewerage Area Allocation

The 2019-2022 Board Strategic Plan includes an action to evaluate the implications of moving to a single sewerage area over the long term. A single sewerage area would ensure that costs for Liquid Waste Services are allocated across GVS&DD members following user-pay principles, improve predictability and reduce volatility of rates and enable the implementation of significant regionally beneficial environmental, climate change and resilience improvements.

While a single sewerage area provides long-term benefits, there needs to be consideration of previous cost allocations for treatment plant upgrades and combined sewer elimination. These past practices will make immediate transition to a single sewerage area difficult and a long-term staged approach is contemplated. Options for long-term staged transition to a single sewerage area will be developed with the assistance and advice of the Regional Engineers and Regional Finance Advisory Committees.

Greater Vancouver Water District**E1.1 Corrosion Control Program: Copper Pipes Protection****RECEIVED**

The Greater Vancouver Water District drinking water supply is naturally low in pH, resulting in accelerated corrosion of building plumbing systems, including copper piping, brass fixtures and similar appurtenances. With the completion of the major water treatment infrastructure upgrades, further pH and alkalinity adjustments can be made for water entering the transmission system. This will help reduce leaks in pipes caused by copper corrosion and preserve the lifespan of pipes and hot water tanks.

The pH and alkalinity adjustments are planned for spring 2021, and the new target levels will be 8.3 to 8.5 for pH and 20.0 mg/L as calcium carbonate (CaCO₃) for alkalinity. These changes will have no impact the water's taste or smell, and assures continued compliance with the Guidelines for Canadian Drinking Water Quality. Metro Vancouver will provide notification of these changes to key end users that may be impacted.

The Board received the report for information.

E1.2 Capital Funding Redirection for Water Services Projects**APPROVED**

Water Services has identified that seven projects were approved in previous capital budgets by the Board, but not captured in the 2021 Capital Budget. Water Services has also identified two projects approved in the 2021 Capital Budget experiencing delays that will result in spending shortfalls adequate to cover the identified cash flow deficiencies from the seven additions.

The Board approved the addition of seven Water Services projects to the 2021 Capital Budget, totalling \$5.3 million, to be funded from existing approved cash flow.

G1.1 Indemnification Authorization Bylaw Updates – MVRD Amending Bylaw 1318, GVWD Amending Bylaw 254, and GVS&DD Amending Bylaw 343**APPROVED**

Local government indemnification bylaws provide coverage for elected officials, officers, employees and volunteers for actions taken in the performance of duties or functions. The indemnification bylaws enacted in 2002 are based on older legislation that has since been revised.

The Board gave first, second and third readings to Greater Vancouver Water District Indemnification Authorization Amending Bylaw No. 254, 2021, then passed and finally adopted said bylaw. Furthermore, the Board resolved that the Board's resolution of November 27, 2020 relating to indemnification for all regional district officials in relation to the Cleveland Dam spillway gate event of October 1, 2020 ceases to have any force and effect.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items from Standing Committees.

Water Committee – March 11, 2021

Information Items:

5.1 GVWD Electrical Energy Use, Generation and Management

The GVWD Electrical Energy Use, Generation and Management report outlines electrical energy use by the water utility, energy generation and energy management projects. GVWD avoids electricity purchases of between \$400,000 to \$600,000 annually by generating electrical energy at four facilities. Energy management projects completed since 2015 provide an additional estimated annual savings of 2.7 gigawatt hours or \$180,000.

5.3 Drinking Water Management Plan Update

The Drinking Water Management Plan (DWMP) sets the direction for GVWD and will help guide strategic decision making in a defensible and transparent way. It has been almost 10 years since the DWMP was updated and a current update is needed to reflect the evolution of our regional drinking water system and how it will adapt to future challenges such as population growth, financial constraints and climate change impacts. Unlike the previous versions of the DWMP, Metro Vancouver is working to produce a set of measurable outcomes and benefits that will make the plan more effective and efficient.

Water Services and Liquid Waste Services will develop a “One Water” approach, uniting the management of all water in the form of drinking water, stormwater and wastewater in areas where synergies and overlap exist. The plan is scheduled for development over three years for endorsement by the Board.

Greater Vancouver Sewage and Drainage District

E1.1 Grant Funding Application for Northwest Langley Digestion and Biogas Facilities Ground Improvements

APPROVED

On December 1, 2020, the Provincial and Federal governments announced a new \$80.29-million COVID-19 Resilience Infrastructure Stream under the Investing in Canada Infrastructure Program with an application deadline of January 27, 2021. The new stream — created in response to the effects of COVID-19 on communities across the province — specifically targets eligible projects (up to \$10 million in total costs) starting before September 30, 2021 and completing by December 31, 2021.

A grant application for the Northwest Langley Digestion and Biogas Facilities Ground Improvements project was submitted January 27, 2021. This project was the only project identified in Metro Vancouver as meeting the grant funding requirements. Response from the Province is expected in late spring 2021. Funding for the project is currently included in Metro Vancouver 2022 Capital Budget.

The Board supported the Northwest Langley Digestion and Biogas Facilities Ground Improvements and supported the application for grant funding of \$9,999,995 for the project through the Investing in Canada Infrastructure Program, and if the application is successful, committed to financing the project’s eligible costs until associated federal and provincial government contributions are received, and funding any ineligible costs and potential costs overruns associated with the project.

E2.1 Liquid Waste Heat Recovery Policy Amendments to Expand Opportunities for Sewer Heat Recovery

APPROVED

Metro Vancouver has the opportunity to reduce greenhouse gas emissions by enabling the provision of capital funding for new facilities that will provide renewable, fossil fuel-free heat extracted from sewage to residents and businesses in the region. Staff proposed an amendment to the Liquid Waste Heat Recovery Policy to expand the scope of allowed investments in such projects.

Four clean energy projects are under development. There is enough excess heat in the liquid waste collection system to heat 700 high-rises throughout the region, so future opportunities exist for providing energy to additional district energy systems. If this change is approved, cost-effective capital investments in collection system-based heat recovery projects with participation of municipalities will be brought to the Board for consideration.

A related proposal is under consideration by the Finance and Intergovernment Committee to amend the Cost Apportionment Bylaw — to apply Tier III Project cost apportionment (100 per cent regional allocation) — to regional wastewater resource recovery projects, because of the regional and global benefits these projects provide.

The Board approved the revised Liquid Waste Heat Recovery Policy as presented and directed staff to work with members to assess the range of options available for carbon accounting for liquid waste heat recovery projects, and if appropriate, develop a framework for allocation of carbon offset credits among members and report back to the Board by the end of 2021.

E3.1 Award of Contract Resulting from Request for Proposal No. 20-143: Inspection Services at Solid Waste Regional Facilities

APPROVED

Metro Vancouver received and evaluated three proposals in response to Request for Proposal No. 20-143: Inspection Services at Solid Waste Regional Facilities. Stasuk Testing and Inspection Ltd. submitted the highest overall ranked proposal. With increased hourly inspection costs compared to the previous contract, the recommended award was based on slightly reduced annual inspection hours to fit within the available budget. The paperless inspection process now in place has increased inspection efficiency and staff are exploring options to reduce inspection requirements over time while ensuring waste reduction and recycling efforts are not compromised.

The Board approved award of a three-year contract in the amount of up to \$3,674,026 (exclusive of taxes) to Stasuk Testing and Inspection Ltd., resulting from Request for Proposal No. 20-143: Inspection Services at Solid Waste Regional Facilities, subject to final review by the Commissioner.

G1.1 Tier III Cost Apportionment Bylaw Amendments

APPROVED

Metro Vancouver has the opportunity to reduce greenhouse gas emissions by enabling the provision of capital funding for new facilities that will provide renewable, fossil fuel-free heat extracted from sewage to residents and businesses in the region. There is enough excess heat in the liquid waste collection system to heat 700 high-rises throughout the region. These clean energy projects become viable when the value of carbon is reflected in the initial capital investment.

The Board approved the amendments to the Greater Vancouver Sewerage and Drainage District Cost Apportionment Bylaw No. 283, 2014 as presented, which will allocate all future sewer heat project costs as 100 per cent regional allocation; gave first, second and third readings to Greater Vancouver Sewerage and Drainage District Cost Apportionment Amending Bylaw No. 342, 2021, then passed and finally adopted said bylaw.

G1.2 Indemnification Authorization Bylaw Updates – MVRD Amending Bylaw 1318, GVWD Amending Bylaw 254, and GVS&DD Amending Bylaw 343

APPROVED

Local government indemnification bylaws provide coverage for elected officials, officers, employees and volunteers for actions taken in the performance of duties or functions. The indemnification bylaws enacted in 2002 are based on older legislation that has since been revised.

The Board gave first, second and third readings to Greater Vancouver Sewerage and Drainage District Indemnification Authorization Amending Bylaw No. 343, 2021, then passed and finally adopted said bylaw.

I 1 Committee Information Items and Delegation Summaries**RECEIVED**

The Board received information items from Standing Committees.

Liquid Waste Committee – March 11, 2021

Information Items:

5.1 Alternate Models for Single Sewerage Area Allocation

The 2019-2022 Board Strategic Plan includes an action to evaluate the implications of moving to a single sewerage area over the long term. A single sewerage area will ensure that costs for the Liquid Waste Services are allocated across GVS&DD members following user-pay principles, improve predictability and reduce volatility of rates and enable the implementation of significant regionally beneficial environmental, climate change and resilience improvements.

While a single sewerage area provides long-term benefits, there needs to be consideration of previous cost allocations for treatment plant upgrades and combined sewer elimination. These past practices will make immediate transition to a single sewerage area difficult and a long term staged approach is contemplated. Options for long-term staged transition to a single sewerage area will be developed with the assistance and advice of the Regional Engineers and Regional Finance Advisory Committees.

Zero Waste Committee – March 12, 2021

Information Items:

5.3 United Boulevard Recycling and Waste Centre Opening Plan

The United Boulevard Recycling and Waste Centre will be one of the most comprehensive solid waste facilities in North America, with recycling opportunities significantly enhanced compared to the current facility. An opening plan has been developed to ensure a smooth transition from the current Coquitlam Recycling and Waste Centre to the new facility and communicate the importance of the new facility within Metro Vancouver's solid waste management system to the public, facility users and other stakeholders. This report outlines the opening plan for the new facility along with communications activities. The facility is expected to open in late spring 2021.

5.4 2020 Waste Composition Study Results

Metro Vancouver conducts regular waste composition studies to better understand the types of material disposed in the region and assess trends over time. The 2020 Waste Composition Study reflects atypical disposal habits likely influenced by the ongoing COVID-19 pandemic such as the disposal of personal protective equipment. A decrease in commercial/institutional waste disposal accompanied by an increase in residential waste disposal resulted in a shift in overall waste composition, including a notable decrease in compostable organics. Some single-use items (such as retail bags and takeout containers) increased while others (such as utensils and cups) decreased. Subsequent annual waste composition studies will allow Metro Vancouver to evaluate any lasting disposal trends. The study results highlight the importance of new initiatives such as the alternative fuel and recyclables recovery project that targets wood from small loads as well as ongoing initiatives to reduce single-use items.

5.5 Create Memories Not Garbage 2020 Campaign Results

The holidays can be a heavy consumption season resulting in unnecessary waste and 2020 was no exception due to a dramatic increase in shipping waste from online purchases. To address shipping waste, the “Create Memories, Not Garbage” campaign promoted low-waste gift and wrapping tips while also offering tips to help residents dispose of their shipping packaging. A region-wide, three-phased media promotion delivered relevant messages at each buying and disposing stage. The campaign continues to achieve strong reach and engagement with the top-performing digital tactic reaching 15 per cent more people than 2019, a 1,000-per-cent increase in Pinterest clicks compared to 2019, and 25 per cent of website traffic coming from Google Search. The campaign’s website survey revealed that low-waste wrap continues to be the most likely way residents will reduce their waste. While a similar campaign approach is planned for 2021, the increase in online competition will result in more focused, high-performing digital tactics.

Metro Vancouver Housing Corporation

E1.1 Energy Management Update – Metro Vancouver Housing

RECEIVED

Energy use represents one of Metro Vancouver Housing’s largest operating costs and is the primary source of its greenhouse gas (GHG) emissions. Energy is used to heat, light and ventilate its portfolio of residential buildings, to manage solid waste generated at those buildings, and to operate its small fleet of vehicles. In 2016, Metro Vancouver Housing implemented a capital investment methodology that incorporates life cycle costing analyses into the capital maintenance upgrade process to assist Housing in managing energy costs and GHG emissions. Since 2016, projects implemented have reduced natural gas use by 14 per cent, reduced energy costs by \$81,407, and reduced GHG emissions by 14 per cent. The life cycle net present value savings that will be achieved will exceed the cost of the capital investments by \$1 million.

The Board received the report for information.

E1.2 Pembina Reframed – Housing Retrofit Evolution

RECEIVED

Metro Vancouver Housing is a core member of the Reframed Initiative, a joint initiative with the Pembina Institute, BC Housing, BC Non-Profit Housing Association and the City of Vancouver. Members will work together to demonstrate the technical and economic feasibility of whole-building, replicable, deep retrofits that include significant reduction of total energy use from the pre-retrofit baseline, decarbonisation, and upgrades relating to climate adaptation, seismic, and fire safety.

The Reframed Initiative will conduct an exploration lab to define deep retrofits followed by demonstration retrofits with technical experts. The exploration lab and the demonstration retrofits will involve innovative construction methods being used elsewhere in Ontario and in Europe. With the demonstrated results and ongoing monitoring of the building, the core members aim to accelerate development and adoption of emergent retrofit technologies.

Reframed intends to increase uptake of design and construction of deep retrofits by engaging a wide range of stakeholders such as municipalities, financiers, insurers, contractors, suppliers, and ultimately property owners.

The Board received the report for information.



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April 13, 2021

President Brian Frenkel
c/o Union of British Columbia Municipalities
525 Government Street
Victoria, BC V8V 0A8

Re: B.C. Government's Use of Provincial Paramountcy to Undermine Local Government Bylaws

Dear President Frenkel:

On behalf of Penticton City Council, I am requesting the Union of British Columbia Municipalities write a letter to Premier John Horgan requesting the reconsideration of invoking Provincial Paramountcy as it relates to the violation of Penticton City Council's authority and the City of Penticton's Zoning Bylaws at 352 Winnipeg Street, Penticton, BC.

The following is a timeline of events:

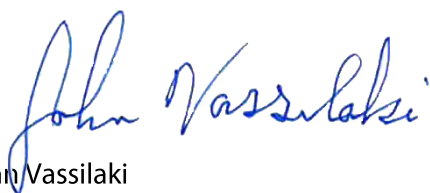
- When COVID-19 struck in March, 2020 many facilities that provided showers, laundry services, and meals to our most vulnerable in our community had to close and/or adapt. The City via its Emergency Operations Centre (EOC), Emergency Management BC and BC Housing worked together to find a temporary "hygiene station" and isolation shelter for anyone that was needing to isolate during COVID.
 - 352 Winnipeg Street was not an ideal site for a hygiene station as it was adjacent to two seniors' homes. However, as the site contained a vacant and free standing building that could quickly be fitted for a hygiene station, the EOC supported and worked with BC Housing to quickly stand-up the hygiene station.
- In September, 2020 BC Housing approached the City to turn the isolation shelter into a 42 bed Temporary Emergency Winter Shelter. This use was contrary to City Zoning Bylaws and although met with trepidation from the neighbourhood, Council ultimately approved a Temporary Use Permit (TUP) for the isolation shelter to be converted and operate as Temporary Winter Shelter until April 1, 2021.
 - Video of the lengthy Council debates from our October 6th and 20th, 2020 meetings can be found on our website to better understand how clear individual Council members were that this was not an appropriate location, but that in the midst of the pandemic, they would grant a TUP on this one occasion.

- In March 2021, BC Housing sought an extension to this TUP until March 31, 2022 in effect changing the use from a temporary, emergency winter shelter to a year round shelter. Council denied this request based on zoning bylaws and the previous clearly communicated unsuitability of this location.
 - Via resolution, Council further directed Penticton's Safety and Security Advisory Committee to develop location selection criteria for a new, permanent winter shelter for Penticton.
 - Council initially learned of the Province's interests in exploring the use of paramountcy via an interview on Global news with Minister David Eby, who had met with Council twice early in the year to discuss a supportive housing project at 3240 Skaha Lake Rd., Penticton, BC.
- Again in March, BC Housing stated their intention to continue operations of the facility "on a balance of convenience" and asked Council to reconsider. Having been presented no alternate location as requested or new information; based on zoning bylaws and the previously communicated unsuitability of this location Council did reconsider the request and again denied the request.
 - Via resolution, Council further directed staff to work with BC Housing to find alternate solutions.
- At the writing of this letter, 352 Winnipeg now operates in contravention of the City of Penticton bylaws as a newly established year round shelter following the threat of Provincial Paramountcy.

While the issue at hand is a matter of land use and planning, it is important to note according to data provided directly from the current Minister responsible for Housing to City Council, Penticton has the highest number of supportive housing beds per capita in the Interior region. Each of these beds was developed with Penticton City Council's input and with respect for their role in the local decision making process.

In closing, Penticton City Council is hoping Minister David Eby, whom has invoked paramountcy on behalf of the Province, or Premier John Horgan as the head of a Government that promised to work collaboratively with Local Governments, reconsiders their position and adheres to our City's bylaws. As this could happen to any one of the other 188 local governments in B.C., we ask that the Union of British Columbia Municipalities, on behalf of its membership, request Premier John Horgan reconsider the use of Provincial Paramountcy with respect to 352 Winnipeg Street, Penticton, BC.

Yours truly,



John Vassilaki

Mayor

cc. Penticton City Council
 Donny van Dyk, Chief Administrative Officer
 Dan Ashton, Member of Legislative Assembly
 BC Local Government Elected Officials